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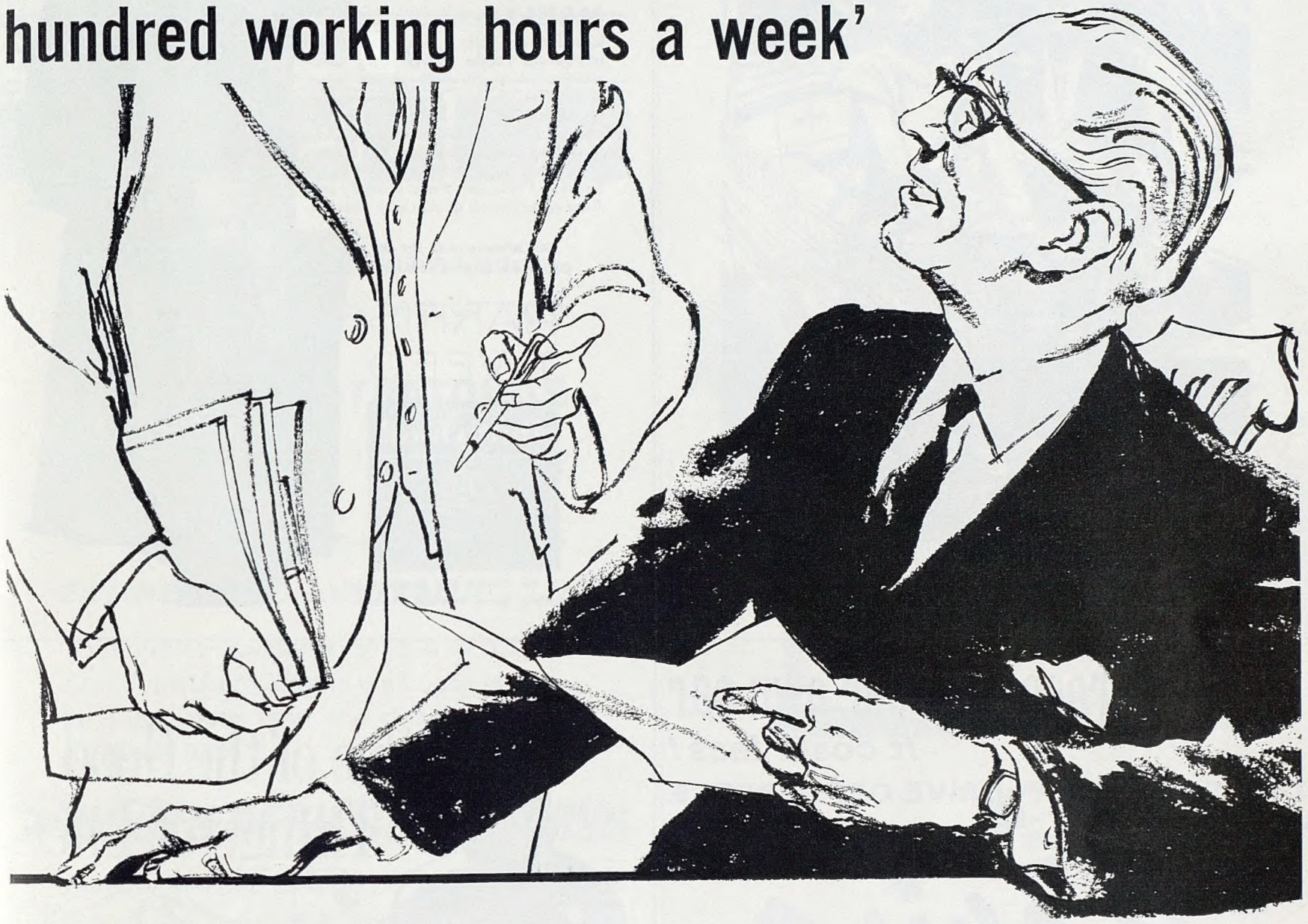

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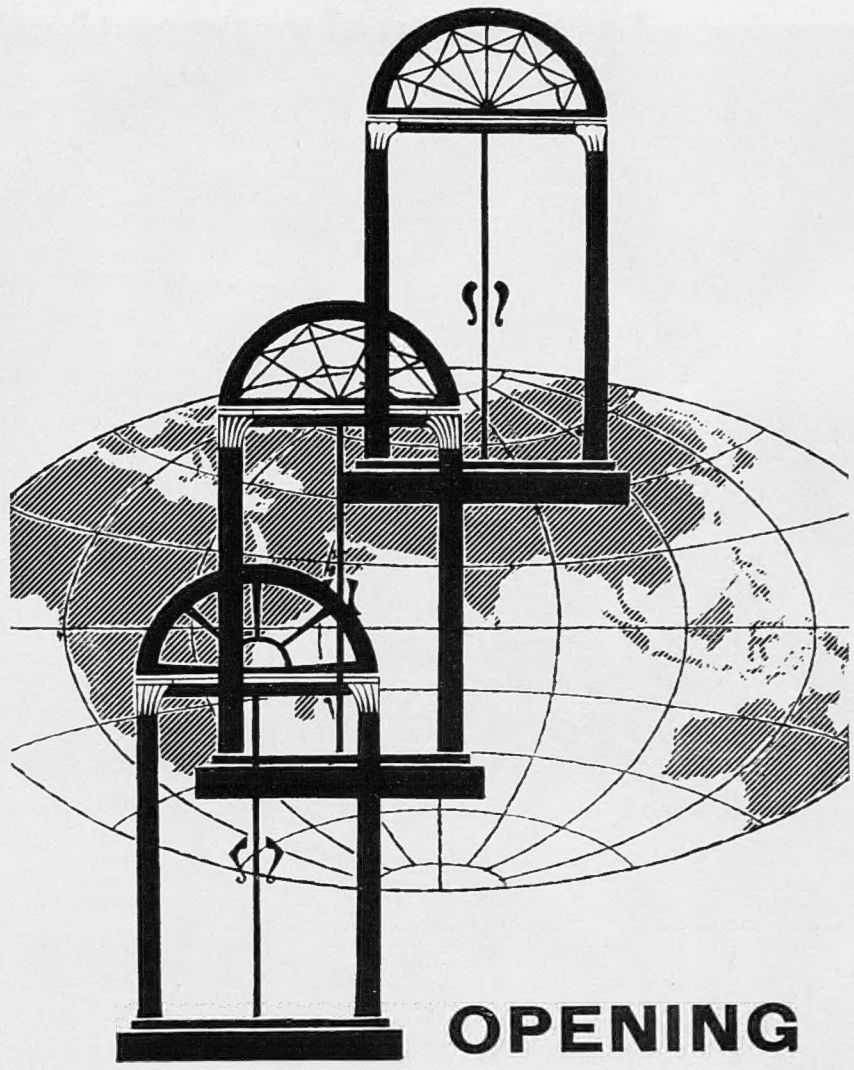

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Volume CCLII No. 3273

LONDON, February 23, 1963

THE SPHERE

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LABOUR'S NEW LEADER

Mr. Harold Wilson waves and smiles outside Transport House, the Labour Party's headquarters in London, shortly after he had been elected as Leader of the Parliamentary Labour Party. With him is Mrs. Wilson. In the final ballot by Labour M.P.s, Mr. Wilson received 144 votes and Mr. George Brown 103. At a Press conference the new Leader outlined what he termed his " three point mandate " as being to maintain the Party unity achieved by Mr. Gaitskell, to continue the policies developed under Mr. Gaitskell and to lead Labour to victory at the coming election. He paid tribute to Mr. Brown and expressed the hope he would continue as Deputy Leader. Mr. Wilson was born in Huddersfield in 1916, was educated at Council and Grammar schools and at Jesus College, Oxford, where he had a brilliant career as an economist, and became a Fellow of University College in 1938. During the war he was a Civil Servant. An M.P. since 1945, he was President of the Board of Trade 1947-51, thus becoming a Cabinet Minister at 31. He is accepted on both sides of the House as an outstanding Parliamentary performer

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NEWS SUMMARY

Strengthening the trade links of EFTA; Anglo-American Polaris arrangements; political speculation in Britain; diplomatic relations broken by Yemen; another high-jacking in the Atlantic

INTERNATIONAL

Ministers from the European Free Trade Association countries assembled in **Geneva** on Monday for two days of discussions. The Seven of EFTA are Britain, Denmark, Norway, Sweden, Switzerland, Austria and Portugal. Although the meeting was arranged before the breakdown of Britain's negotiations with the EEC in Brussels, there was no doubt that the main subject at Geneva would be the relations of the EFTA countries, both individually and collectively, with the EEC. For instance, it was hoped that the Danes might state whether or not they proposed to proceed with President de Gaulle's offer to them of full membership of the Six. A proposal was expected to be mooted for the abolition of all industrial tariffs between the EFTA states by 1967. This would bring EFTA plans in line with those of the EEC. Ways of overcoming the difficulties in pursuing a similar policy for agricultural tariffs would also be discussed.

It was understood no objections would be raised to Britain resuming its negotiations with the EEC. The text of the various provisional agreements regarding Commonwealth agriculture reached between Britain and the Six before the Brussels breakdown was made available to EFTA delegates.

The importance to Denmark of free trade in agricultural and fish products between the EFTA countries was stressed in **Oslo** last weekend by Hr. Krag, the Danish Prime Minister, at the opening of the Nordic Council—Denmark, Norway, Sweden, Iceland and Finland. Iceland is the only member outside EFTA, Finland being an Associate.

Mr. Macmillan arrives to address the National Conference of Young Conservatives in London

UNITED STATES

In **Washington,** the third round of negotiations between the U.S. and Britain on the sale of Polaris to Britain began at the beginning of this week. These talks were described as dealing with "the nuts and bolts of the Nassau Pact." At the same time there were discussions about the assignment by both countries of forces to NATO. It was evident in Washington that a sense of urgency pervaded President Kennedy's attempts to realise a multilateral NATO nuclear force in face of President de Gaulle's obdurate decision to continue developing an independent French nuclear strike force. (Current estimates of the French "Force de Frappe" are that it remains in a rudimentary stage as far as fission bombs are concerned, although it is far advanced in producing aircraft to carry such devices. It seems unlikely that France will be in a position to explode a thermonuclear weapon for at least three years.)

According to reports from Washington, President Kennedy threw down a challenge to President de Gaulle, to the effect that if Europe wanted to make France their nuclear trustee, the U.S. was prepared to negotiate a multilateral force on a different basis or withdraw. Mr. Livingston Merchant, President Kennedy's chief negotiator on the proposed NATO force, is due to start exploratory talks next week in European capitals.

GREAT BRITAIN

Within days of the Labour Party's election of Mr. Wilson as its new leader, a fresh wave of speculation began in Westminster on the possibility of the Conservative Party seeking a new leader. The theory was canvassed that Mr. Macmillan would retire before the next General Election, whenever that is. But at the National Conference of Young Conservatives in **London** Mr. Macmillan hinted that (a) there would be no election before next October, and (b) that he had no intention of giving up the Premiership before that date.

On the economic front, estimates presented to Parliament showed the Government intended to increase spending next year by 9·4 per cent. At the inquiry last week of the National Incomes Commission (NIC), it appeared that the Government intended to keep in operation its guiding light of 2-2½ per cent. for wage increases. Not only Nicky but Neddy (National Economic Development Council) met. It was discussing how to achieve the target of a 4 per cent. annual growth rate in the gross national product as well as incomes policy.

According to the Universities' Central Council on Admissions this year's applicants for university education outnumber places by nearly two to one. This estimate excludes Oxford and Cambridge and some Scottish universities. Next month, a Labour Party policy statement is likely to call for the creation of 45 new universities.

MALTA

At Westminster last week, Mr. Duncan Sandys, the Commonwealth and Colonial Secretary, announced that a Council of Administration was being set up to run the Malta Dockyard instead of Bailey (Malta) Ltd. This action was taken with the British Government's full support. Dr. Borg Olivier's Government was to appoint a firm of ship repairers as managing agents of the dockyard. Bailey (Malta) Ltd. disputed the decision and instituted a case against Dr. Olivier.

MIDDLE EAST

The hunt for Communists was continuing in **Iraq** at the start of this week, but the new regime was reported to be seeking to come to terms with the rebellious Kurds in the north of the country. The Kurds, demanding autonomy, have been in a state of civil war with Bagdad for some years. It was also reported that President Arif had been promoted from Colonel to Field-Marshal (see John Connell, p. 272).

The U.K. Legation in Taiz, **Yemen,** was closed by the authorities last Sunday because of Britain's refusal to recognise the revolutionary regime established last September. Britain claims that the new regime has not sufficient control of some parts of the country. Diplomatists arriving in **Aden** from Taiz said they parted on courteous terms with the Yemenis.

VENEZUELA

A Venezuelan cargo ship, the *Anzoategui*, seized last week by a band of pro-Communist Venezuelan rebels after she left the port of **La Guaira**, was chased in the West Atlantic last weekend. The cargo ship was sighted by a U.S. naval aircraft apparently sailing down the South American coast towards Belem in Brazil. Later the freighter stopped off the Brazilian coast. It was believed that the rebels were intending to seek asylum in Brazil. (Two years ago Captain Galvao and his rebels in the captured Portuguese liner *Santa Maria* received asylum when they entered Recife, in Brazil.)

WEST INDIES

The condition of Lord Avon, who suffered a heart attack last week, was stated on Sunday to be much improved, according to a statement from Government House in **Bridgetown,** Barbados. He had been brought there for treatment by the frigate H.M.S. *Ursa* from his house on **Becquia** Island, St. Vincent. Lady Avon accompanied him. On Monday it was stated they would resume their holiday on Becquia shortly. The former Prime Minister is aged 65.

FRESH ASSASSINATION ATTEMPT ON PRESIDENT DE GAULLE

THE NEWS IN PICTURES

President de Gaulle leaves his car at the Elysée in Paris after returning from his visit to the Ecole Militaire. Before his visit last weekend police arrested an officer who had planned, according to semi-official reports, to shoot the President during the tour from a window using a telescopic-sight rifle. Stringent security measures were taken for General de Gaulle's visit. It was later stated that three officers and a woman, Madame Rousselot de Liffiac, translator of English at the Ecole, had been arrested on suspicion of subversion. But it was believed that the organisers of the attempt had escaped. Meanwhile, the trial continued in Paris this week of those charged with the Petit-Clamard assassination attempt on General de Gaulle last August. The proceedings grew so heated that two opposing counsel challenged each other to a duel

A FUTURE WEST GERMAN CHANCELLOR?—HERR BRANDT BEFORE BEING RETURNED TO POWER IN WEST BERLIN

Herr Willi Brandt, the Mayor of West Berlin and the leader of the West Berlin Social Democrat Party, canvasses workers in a West Berlin factory after an election meeting. The result of the polling for the new City Parliament last Sunday gave Herr Brandt and his party a sweeping victory. They won 89 seats out of 140 compared with 78 out of 133 in the previous House. The Christian Democrats dropped from 55 to 41 seats. The Free Democrats with ten seats gained representation in the local Parliament for the first time. Communism in West Berlin is not banned—as it is in West Germany—but the Communist candidates could win no seats and only attracted 1·3 per cent. of the poll, even less than the 1·9 per cent. they had in the last election in 1958. Herr Brandt's success has undoubtedly strengthened his position in West Berlin, and may well turn out to have increased his chances of eventually becoming West Germany's first Socialist Chancellor. Meanwhile in Bonn on the same day the Federal Defence Ministry announced that West Germany was to start manufacturing its own tanks. They will be equipped with the British 105 mm. quick-firing gun

HEADING FOR TROUBLED WATERS

The cruiser H.M.S. *Lion* leaves Malta for the Far East. She is due to relieve another cruiser—H.M.S. *Tiger*—in those waters. News from that troubled area early this week centred for the most part on the difficulties facing the formation of the Malaysia Federation. In Indonesia President Sukarno's speeches opposing the plan had become still more violent. In Malaya, one of the units of the proposed Malaysia, there was speculation on the possible re-introduction of national service

THE NEWS IN PICTURES

Men of the 1st Battalion, Falsterske Fodregiment of Denmark parade at West Tofts Camp, near Thetford in Norfolk, with the colours presented to them by King Frederik of Denmark on the 215th anniversary of the regiment last year. The parade was attended by Prince Georg, the Danish Military Attaché in London. He brought with him the battalion's mascot, a three-month-old black poodle called Flora, who had had to stay behind for quarantine reasons when the troops arrived in Norfolk for training. The battalion has had a black poodle mascot for nearly 100 years, ever since one of these dogs which was wounded found its way for 50 miles across country to its sergeant-major owner during the Danish-German war

A DANISH BATTALION ON PARADE WHILE TRAINING IN NORFOLK

Below right: Mr. Diefenbaker is greeted at Ottawa airport by members of his cabinet. The ministers with him are from left: Mr. Dinsdale (Northern Affairs and National Resources); Mr. Bell (Citizenship and Immigration); Mr. Maclean (Fisheries); Mr. Green (External Affairs), and Mr. Hamilton (Agriculture). The Canadian Prime Minister was returning from Toronto where he spoke at a luncheon and strongly defended his defence policy on which his Government suffered defeat a fortnight ago. A general election is to be held in Canada on April 8

PREPARING FOR THE CANADIAN ELECTION

" FILLING A POLITICAL VACUUM "

Far right: Herr Scheel, West Germany's Minister for Economic Co-operation, attends talks in the Department of Technical Co-operation in London. He is flanked by Herr Hofmann (right), his Private Secretary, and Herr Sonnenhol, Under-Secretary at the Economic Co-operation Ministry. Britain was represented at the talks by Mr. Dennis Vosper, M.P., Secretary for Technical Co-operation. Later, in a statement to the Press, Herr Scheel said he thought that Britain and Germany should try on a bilateral basis " to fill the political vacuum after the breakdown in Brussels "

FIGHTING A FIRE IN BERMONDSEY

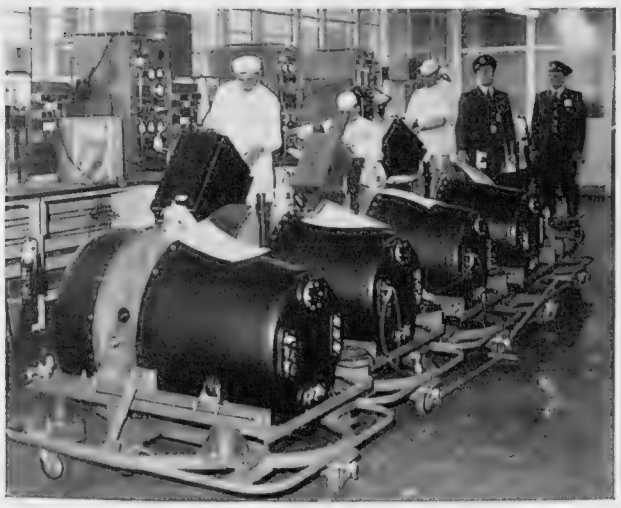
Firemen fight the flames in a disused tannery in Grange Walk, Bermondsey, London. A coach and several cars were the only casualties, catching fire as the intense heat gutted the building last week. Families were evacuated temporarily from a nearby block of 40 council flats. Sparks set fire to asphalt on the roof, but this was brought under control, although the heat cracked windows and blistered paint. The tannery was being demolished

A Vulcan Mk. 2 takes off from R.A.F. Scampton, Lincolnshire, carrying an Avro Blue Steel guided stand-off bomb (semi-submerged in the fuselage just aft of the nose-wheel)

BLUE STEEL

These first pictures were released last week of Britain's nuclear deterrent for the 1960s—the Avro Blue Steel stand-off bomb—in operational service with R.A.F. Bomber Command. One Vulcan Mk. 2 bomber squadron, No. 617, is now fully trained and equipped with the weapon at R.A.F. Scampton and two more squadrons, Nos. 27 and 83, are well advanced. According to Air Marshal Sir Kenneth Cross, A.O.C.-in-C. Bomber Command, Blue Steel has exceeded its specification in range, accuracy and reliability. The weapon is designed to obviate the need for R.A.F. bombers to penetrate an enemy's local defences. Powered by a liquid rocket engine, Blue Steel looks like a small aircraft, with delta-shaped foreplanes for pitch control. It is released from its bomber several hundred miles from its target and flies at several times the speed of sound at a great height. After launching, it navigates its way by an automatic built-in inertial navigation system, developed by Elliott-Automation. Requiring no guidance signals from outside, Blue Steel reputedly cannot be jammed or diverted by the counter-measures of contemporary defence systems.

A transporter carries a Blue Steel to the waiting bomber



Checking Blue Steel inertial guidance systems at Scampton

A Blue Steel missile in the servicing bay is checked. The rear of the rocket motor is without its cover

ROYAL TOUR OF NEW ZEALAND

Before opening a special session of Parliament in Wellington, the Queen, with the Duke of Edinburgh, acknowledges the cheers of the crowd outside. **Right:** Her Majesty arrives to attend a performance of the all-New Zealand opera *A Unicorn for Christmas* at St. James's Theatre, Auckland. **Below:** At Lower Hutt, she makes a presentation to one of the competitors at the Golden Shears Royal sheep-shearing competition. The Royal Couple ended their tour of New Zealand last weekend and flew to Australia

In Tauranga, North Island, the Queen and Prince Philip talk to Mr. Leon Götz, New Zealand Minister of Internal Affairs, and Mrs. Götz

Watching a demonstration at a carpet factory in Auckland by Mrs. Maria Porowini

The Duke of Edinburgh talks to workers at an Auckland home appliance factory

JOHN CONNELL

THE BAGDAD COUP AND AFTER

We learn to be grateful for small mercies. As one who watches with fascination and dread the tortuous evolution of that sub-branch of our language, sub-editors' English or headlines, I have been almost pitifully relieved to see that no newspaper, within my fairly wide purview at any rate, has in the past fortnight referred to Iraq as the " flashpoint " of the Middle East. To have achieved a formidable total of column-inches, of both news and comment, and to have avoided that abominable word shows an unusual and welcome restraint, to say nothing about a salutary regard for accuracy.

The revolution in Bagdad followed a dismally predictable course. It was violent, bloodstained, vindictive and successful. One group of ambitious, power-seeking officers ousted—and murdered—another group, who had had close on five years' run. Kassem and that loquacious and sinister clown, Colonel Mahdawi, the former President of the People's Court, had—it is true—begun tyranny with an especially brutal orgy of regicide; Mahdawi had the makings of an outstanding Oriental propagandist, and Kassem degenerated quickly into psychopathic solitude and suspicion. His Defence Ministry was his office, his palace, his prison and—so it seems—his death-chamber.

The local television service (a British importation, by the by, whose benefits to the people of Iraq have always seemed to me a trifle dubious) gloated over Kassem's death; but nobody, so far as I have heard, dragged his mutilated corpse through Bagdad's unlovely streets. However the casualty rate among senior officers has been characteristically high: Kassem himself was, by the time of his death, a Lieutenant-General; Major-Generals, Brigadiers, Colonels and Lieutenant-Colonels have gone down like ninepins, and others, utterly unknown until last week, have bobbed out of obscurity to accept the portfolios of ministries such as that of defence, communications, industry and the like. Their rapid promotion could confidently be expected.

Colonel Arif, the new President of Iraq

The military coup d'état and revolution is now the recognised method of transferring power in Iraq. As some of the leaders of the new coup told a British correspondent, who had been arrested curfew-breaking on the noisy night of February 9, and brought before them in their barrack headquarters: "The revolution is a success. We are against Communism and dictatorship. The Defence Ministry has been destroyed." Until the next revolution, this one *is* a success. Its impact on the internal life of Iraq will probably be superficial. New banners and new slogans will be paraded through the streets; a new set of ambassadors will present their credentials; some Russians and some East Germans may pack their bags rather hurriedly and head northwards and westwards. But the hard, grinding life of the riverine and marsh Arab will continue with little or no change.

Externally? Iraqis graduate from high school with the most florid political generalisations frothing on their lips. The new Foreign Minister, Talib Husain al-Shabib, who is all of 32 and attended the American University in Beirut less than a decade ago, has said that Iraq will honour her international commitments and agreements but will follow a policy of non-alignment, will encourage national movements, seek to promote Arab solidarity and strive to bring about the liberation of occupied Palestine. But unexceptionable, from the Arab point of view, as these long words undoubtedly are, they do not add up to a policy. Numerous commentators in Beirut, Cairo, London and New York (as well, I dare say, in Moscow) have been busy trying to interpret these and similar sibylline utterances, and construct from them some idea of what Iraq's future external policy will be like. They have also indulged in a good deal of speculation about the origin of the coup.

That it was directed by the United Arab Republic I greatly doubt. That it was encouraged and exploited by the U.A.R. seems to me obvious; and that its leaders are (or were a fortnight ago) a good deal more in sympathy with Egyptian ideas and aspirations for the Middle East than with Kassem's morose and neurotic isolationism seems equally obvious. But these ideas and aspirations, by the very fact of their translation from the Nile valley to the banks of the Tigris, are bound to take on an Iraqi slant. For within the wider framework of Arab nationalism there has grown up, over more than 40 years, a very vigorous Iraqi chauvinism; and Iraqis, like other true Arabs, have little liking and no respect for the Arabic-speaking Egyptians, whom they regard as arrogant, glib and untrustworthy people.

But these tensions are admittedly, for the time being, hidden behind a huge, swirling cloak of Arab fraternal affection, anti-imperialism and (of course) anti-Zionism. It would be ridiculous to imagine that Britain retains the slightest friendship or influence in Iraq; but if the scurry to accord diplomatic recognition to the new regime—not quite so humiliating, I admit, as the previous performance, after the murder of our steadfast friend, Nuri es-Said, the sacking of our Embassy and the cold-blooded killing of a senior Embassy official—protects British oil installations and interests, who are we, in this unsqueamish age, to protest?

Iraq's immediate neighbours have also accorded recognition; but that Colonel Arif, the new President, was the officer who led the assault on King Feisal II's palace and thus brought the Sharifi dynasty in Iraq to its unhappy end, can hardly endear him to King Hussein of Jordan, the murdered King's cousin and friend. Nor, I think, can a pro-Nasser regime in Bagdad hearten those Syrians who, having escaped the clutches of the U.A.R., are battling against insistent and skilfully conducted Nasserite intrigues in Damascus and in Homs.

Arif, we are told by *The Times* Diplomatic Correspondent, is thought to be a figurehead, supplying a personal link between the old and the new revolutions; but figureheads in the Middle East—as the experience of General Neguib showed a decade ago—tend to lapse into obscurity even if they escape physical liquidation. From the same source there are demure assurances that the objective of the new Government in Iraq will be " to unify the people under a rule of law, which has become distinctly rusty." I hope that *The Times* is right, but I have my doubts.

Anti-Communism, about which there has been a great deal of noisy talk on the Bagdad radio, is quite consistent—though that is a slightly ridiculous word to use about any pattern of political action in any Arab country—with a vigorous policy of what is now called " Arab Socialism," with warm protestations of friendship towards the Soviet Union, and with the continued acceptance of Soviet financial aid, and technical and military assistance. The Russians, who have learned fast in their few years of infiltration in the Middle East, smile and smile, do nothing to help local Communists who may languish in gaol and disillusionment, hand out the loans and bide their time.

One of the main causes of Kassem's fall, I suspect, was his inability to come to terms with the Kurdish rebels: and it is significant that one of the first publicised actions of the new regime was that they were to make some kind of arrangement with the Kurds. Peace between riverine Arab and highland Kurd there has never yet been, and until a real land resettlement scheme, along the lines that have on the whole proved so successful in Pakistan's dealings with the tribes of the old N.W. Frontier Province, has been worked out, it is extremely unlikely that there will be peace. Among Iraq's neighbours there is general recognition that there must now be a pause, in which the leaders of the new revolution adjust themselves to the swift change of rôle from conspirator to responsible Minister, and get their creaking, much-tried administrative and fiscal system working again.

But how long the pause will last nobody would now be incautious enough to predict. External adventures always attract revolutionary regimes, particularly when the fun of interrogating and executing former rulers and their creatures and agents has been exhausted. Kuwait remains a very tempting target; and it is noteworthy that the new bosses have made it quite clear that they abate not one jot of Iraq's claims on its small, oil-enriched neighbour.

As well as Kuwait, Saudi Arabia (on the other side of the peninsula zestfully engaged in bogging down the considerable Egyptian forces which President Nasser and Field-Marshal Amer so incautiously launched into the Yemen), Persia and Turkey must all look cautiously across their frontiers and ask themselves, " what next ? "

Certainly no diminution in the now chronic instability of the Arab Middle East. The night after Kassem was killed, I listened to Sir John Bagot Glubb uttering some pithy observations on this theme in the B.B.C.'s programme after the ten o'clock news. I reflected that it was close on 22 years since I, as a neophyte intelligence officer, found myself embroiled in Middle Eastern politics. In Cairo we solemnly pondered the perilous implications of a pro-Nazi coup in Bagdad, engineered by a group of officers called " the Golden Square," and a noisy demagogue named Rashid Ali el-Gailani. The British Embassy was isolated and under virtual seige. Wavell's forces had been stretched to the limit and beyond, in the Western Desert, Greece and East Africa; London was deluging him with fiery directives. Glubb in command of the Arab Legion moved eastward across the desert, so did a scratch column of armoured cars and infantry along the oil pipeline, at the various stations of which there had been some splendid looting.

Rashid Ali put in a brief appearance early in Kassem's time, but was eliminated, at (I think) Colonel Arif's insistence. Well, well, this is where I came in; I have seen this picture right through. " *Plus ça change* (said M. Alphonse Karr in 1849), " *plus c'est la même chose.*"

Soldiers outside the ruins of the Defence Ministry in Bagdad in which reportedly General Kassem met his death

Another view of the Bagdad Defence Ministry after it had been bombed

In Kuwait students demonstrate to celebrate the downfall of Kassem

A French naval rating stands to attention with his halberd as Rear-Admiral Prache goes ashore from his flagship, the French destroyer *Chevalier Paul*, at Portsmouth. The ship was one of a flotilla of seven French warships which paid a visit to Britain last week

The reredos by the artist Hans Feibusch on the east wall of the Church of St. Ethelburga in Bishopsgate, London. It was dedicated by Dr. Stopford, Bishop of London, last week. The mural shows the Crucified and Risen Christ with St. Luke and a Patient (the panel on the left) and St. Ethelburga (right)

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

LORD SAMUEL. Lord Samuel, born in 1870, was still going strong in his 93rd year. I should say that most of his long life of service he was a living example of the possibility of "teaching our senators wisdom," and I can think of no man more worthy of inclusion in the short list of the O.M. I treasure the memory of brief interviews I had with him when I was writing the *Personal Memoir of George V*, and have re-read with pride one or two letters which he wrote to me after its publication. His qualities of mind made him an awe-inspiring man from whom to seek advice. Some public men of his degree of eminence can be hail-fellow-well-met and quickly create a warm and genial atmosphere in converse with strangers and neophytes. Lord Samuel's obvious wisdom and his gravity did not create that atmosphere, but that was no discouragement to one who proudly realised that he was devoting his fullest attention and sympathy and giving for a brief moment the whole of his lucid mind to a minor matter on hand. In public speech, he could be genial, witty and pointed. He was the oldest Privy Counsellor, bar Sir Winston. All his life he encouraged the entry of women into public life and opposed the hereditary system, refusing a peerage 20 years before he accepted one. No doubt, he would have opted for a life peerage. A life-long Liberal, he clearly saw that Liberalism's decline would not put paid to his usefulness as an elder statesman, and he judged rightly. He was a great public servant in many important fields, a great Liberal, a brilliant author and philosopher. He was a statesman outstanding among his contemporaries, and his judgment, I should say, was proved less often at fault than any of theirs.

DE GAULLE—TRAITOR OR SEER? I agree with those who (from whatever partial or impartial reason) see no useful purpose in the attacks by Tory Ministers on de Gaulle's perfidy and arrogance. It is the more deplorable when the business is done with pinpricks. Our Government have not devoted much time or thought to looking ahead, and it might prove, if de Gaulle survives to lead France for another few years, that he has seen further and clearer than they do, and has in mind the cementing of Europe into a third force by moving back the Iron Curtain to the Chinese border. Certainly a united Europe, with Russia still a ravening wolf on its border, has proved a pipe dream. And de Gaulle may well have seen signs, neglected or rejected in Britain and America, that a rapprochement with Russia is neither impossible nor even improbable in the next few years. If it has seemed to him that the immediate inclusion of Britain into the Six (with the inevitable writing-in of American suspicion of every move by Russia) would delay or obstruct the rapprochement he envisages, his veto is easier to understand, if not to excuse instantly. It could be that de Gaulle is a clearer-headed and more constructive European than the rest, and only in lesser degree an upholder of France's independence, and that his anti-British activities are no more than the broken shells inevitable in a large omelette. Anyway, whether he is a seer or a pocket Hitler, hard words spoken against him butter no parsnips, and if what he has done teaches us to value and profit by our own "independence," we should be thinking out some less unfriendly epithets to apply to him. He may not be a personality that instantly charms or convinces, but he has a record of recent achievements that demands closer examination of his motives. This argument of course does no disrespect to the majority view of British and European statesmen that Europe cannot grow strong without American aid and backing and as "a third force" lacks the essential resources.

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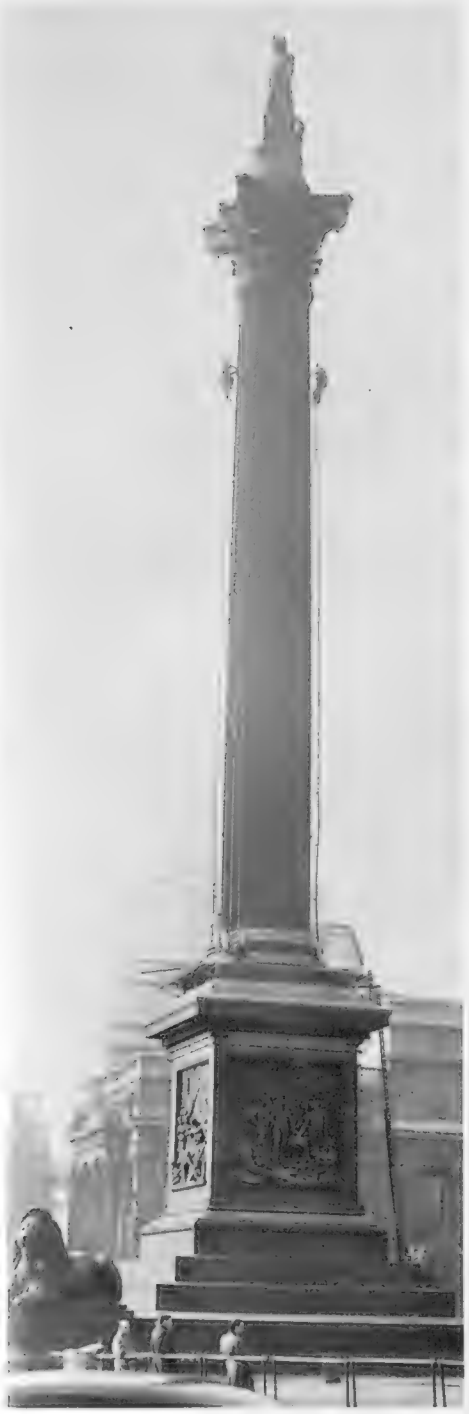
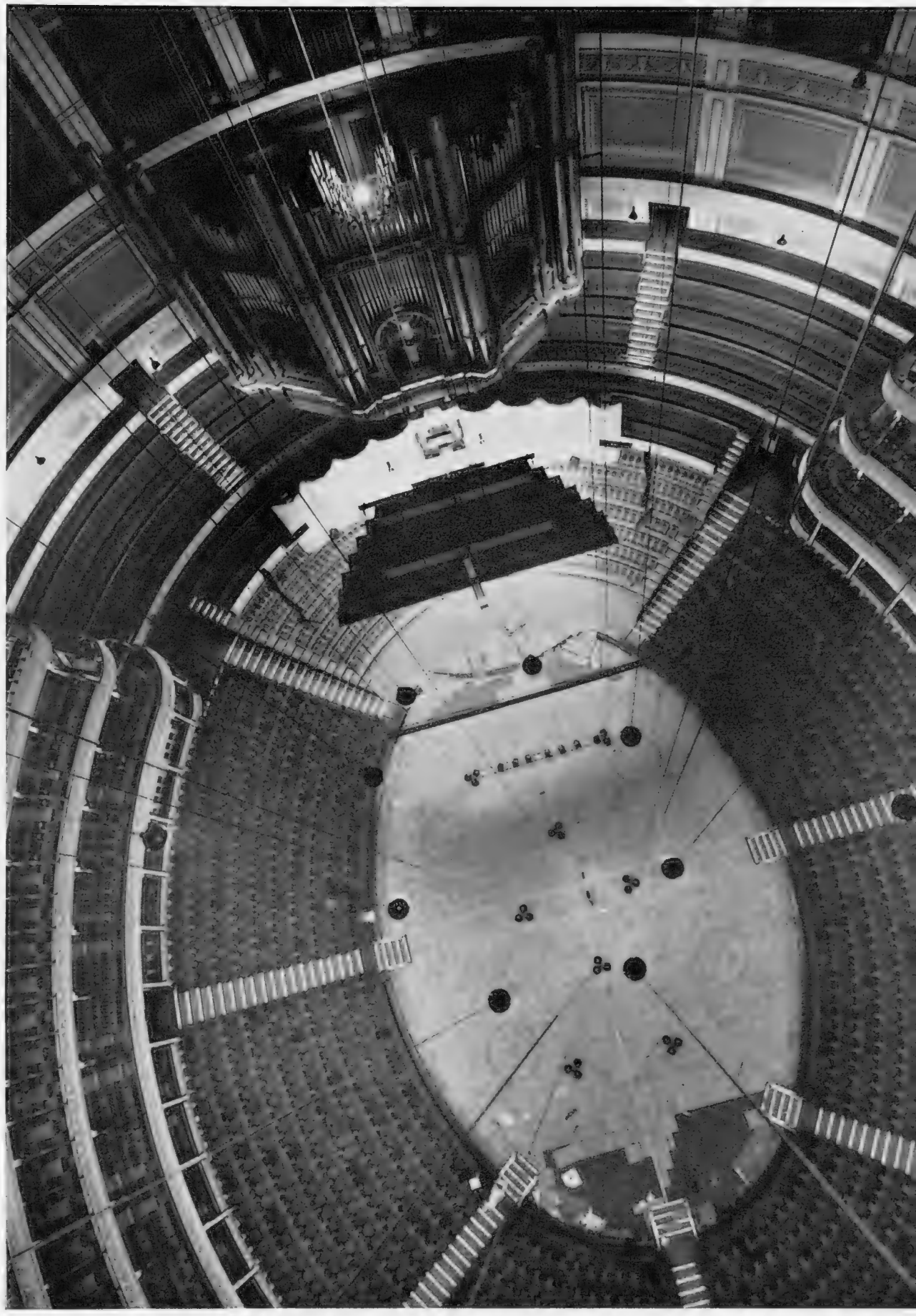


Workmen fix ladders to Nelson's Column in Trafalgar Square, to start cleaning operations



Right: An unusual view of the Royal Albert Hall, looking down from above the sound roof, showing the orchestra canopy lighting, platform lighting and general lighting of the arena. It was announced last week that the task of completely re-wiring the electrical system of the Albert Hall had been completed. Carried out over the last ten years, the re-wiring required over 400 miles of cables of various types which were supplied by British Insulated Callender's Cables Ltd.

THE GREEN BELT. Since Christmas 1962 I have seen very little of the Green belt, at the time of writing anyway. Nature has done even more efficiently than planners the job of turning that pretty article of wear to another colour and of reducing it in size; and in doing so has substituted for green a purity of tone (pleasant at first sight at any rate) which Governments and planners never choose. They prefer reds and subfusc matts. One day Nature's off-white will peel off and the green undertone will show through (with dun-coloured stripes where paths have been trodden through the snow). And we shall welcome the old, long forgotten green on our lawns and commons. But green on the lawn is not the same thing as green on the map. Green on the map is a fancy term and a chancy tone. It represents an ideal quickly vulnerable to materialism; and indeed, ever since it was painted on the map, it began swiftly and sharply to flake off. And if that process of flaking-off does not continue more rapidly in the next few years, I shall be a surprised and delighted man. Rather, I fear, the multitudinous population and planners will hasten to " incarnadine " that girdle, " making the green one red." The green belt on the map is just a pretty fiction. Our waist measurement is swiftly bursting it.

TOO OLD FOR AN OLD AGE PENSION. I applaud and sympathise with the aims of all those bodies formed to protect the interests and improve the lot of the oppressed, the forgotten, the victims of social injustice. If their efforts fall far short of their aims, I am sorry. For as taxpayer, ratepayer and aged man, I am a hungry sheep who looks up to them and am not fed. So I was glad to learn that such a body exists to fight the case for those aged men who on *the score of age* have been excluded from the Welfare benefit of drawing an old age pension free of means tests. I always considered that benefit without a means test is a squandering of public money, but since it exists, I have deeply resented my exclusion from it. I was just young enough for a few months to pay my contributions before I reached the limit age and I obeyed exactly the instructions given me by the bureaucrats when that limit was reached. But no, I am outside the scheme. It is true I don't live on the bread line but I feel all the jealousy and sense of injustice every time I visit the post office and find neighbours, richer and a few years younger than myself, drawing out a dole which pays for their cigarettes, wine in moderation and something over for a flutter, while I limp empty away. I certainly wish this protection society well and hope it may yet bring me something to my advantage. An old age pension which excludes the oldest is peculiarly a British paradox. But no doubt I am following selfishly the Parable of the Labourers in the Vineyard.

THE OLD STAGER

Guest of honour at a literary dinner, Baal (Peter O'Toole) is interested only in his food and, passingly, Emilie (Vivian Pickles), seated next to him

ENTERTAINMENT

HERO OR ANTI-HERO?

Baal at the Phoenix ; Stephen D at the St. Martin's

Baal is gifted with the power of rhetoric

On his drunken wanderings, Baal comes across a drunken tramp (Arthur O'Sullivan), philosophising

The London theatre scene has been enlivened by two young actors in striking roles—Peter O'Toole enhancing an already high reputation by mesmeric acting as the enigmatically depraved poet Baal in Bertold Brecht's first play; and Norman Rodway as Stephen in the stage adaptation of James Joyce's autobiographical writings —*A Portrait of the Artist* and *Stephen Hero*. Although poles apart, Bertold Brecht and James Joyce, at least in these two works on the stage, have certain similarities. Written in 1918, when Brecht was 20, *Baal* was the German dramatist's first play, a violent, brusque, destructive and extravagant attack on the romantic conception of the poet. Composed in a fragmentary, episodic style, *Baal* may at times seem like a drunken Peer Gynt's rake's progress, in a quick and willed descent to the gutter, flowing with drink, women, death and betrayal. His primary emotion is rejection and his mode of existence drifting.

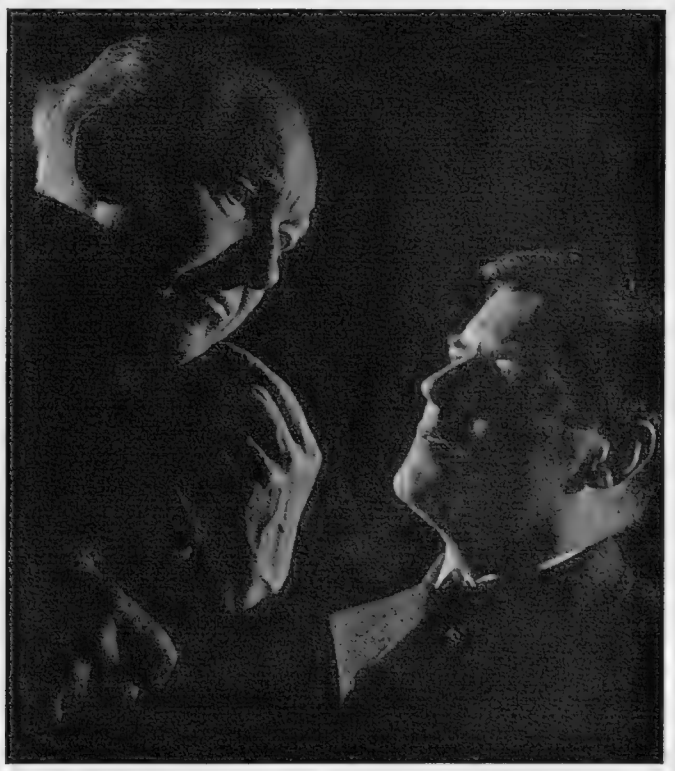
Joyce's *A Portrait of an Artist as a Young Man* was written two years earlier than *Baal*, in 1916. It, too, is dominated by a feeling of rejection, in this case of Ireland, Joyce's homeland, and all it stood for. From the time he left in 1902 until his death Joyce was an exile. Hugh Leonard's stage adaptation, first seen at last year's Dublin Festival, remains faithful to Joyce's wonderful way with words. It is framed through the eyes of Stephen, seeing in flashback the pictures of childhood and adolescence. Both as narrator, hunched in a spotlight in reflection, or as Stephen the rebel, rejecting country, religion and family, Norman Rodway gives a finely judged and eloquent performance. The two plays, superbly produced, are truly theatrical. *Baal* may not be what Brecht intended but it comes off in Peter O'Toole's performance. **J.W.**

Pictures of "Baal" by Reg Wilson

Baal's landlady (Marie Kean) finds him with two young girls (Kate Binchy and Annette Robertson) and throws him out. **Right:** Baal is reduced to singing for a living

Out in the Black Forest, Baal lives in a woodmen's camp

In the midst of a storm, he rejects Sophie (Mary Miller), watched by his friend Ekart (Harry Andrews)



STEPHEN D: The President of the University (Dominic Roche) takes exception to an art essay written by Stephen (Norman Rodway). **Left:** Stephen and his friend, Cranly (T. P. McKenna)

THE VOICE OF THE COMMON

PAKISTAN

The centenary of the Pakistan Golf Club at Peshawar

Celebrating its centenary this year, the Peshawar Golf Club, under its President, Air Marshal Asghar Khan, C.-in-C. Pakistan Air Force, recently observed the anniversary by inviting professional John Jacobs of Sandy Lodge Club in Middlesex, England, out to its home course.

He spent three sunny January weeks there coaching the 100-strong band of enthusiastic amateurs and also advised them on changes and improvements to the course intended to raise their 18 holes above their present standard, which he describes as that already of a " good average " course in Britain.

The course was reportedly first laid out with nine holes and was increased to 18 holes in 1899 when the golf club was leased to the Peshawar Gymkhana Club. Shortly after this—in 1903—work was put in hand to drain the area and rid it of the stagnant ponds and ditches which were then giving Peshawar a bad name for its " miasmatic " climate. At this point it may be noted that the course has always been plagued by water; this menace again increased after irrigation canals were brought into the area and, as mentioned below, constitutes a problem even today.

Disaster threatened the Club in 1947, when the exodus following independence and the partition of the sub-continent robbed it of the British officials who till then had formed its backbone. Another loss resulting from partition was the disappearance in the ensuing chaos of most of the Club's records and trophies.

Reduced to nine holes and rendered by neglect into the semblance of a reed-covered wilderness studded with pools of stagnant water, the Club was taken over in 1960 by the Pakistani Air Force after its headquarters had been moved to Peshawar. Being a keen golfer, Air Marshal Asghar Khan perceived the potentialities of the apparent ruin of a course which had thus come under his control. With the same energy as marks the performance of his official duties he devoted his attention to restoring the course; and did so to such effect that within seven months it was possible to restart the abandoned North-West Frontier Championship games on it.

In its centenary year, the Peshawar Golf Club's 6,489-yard course again has 18 holes, which are (to use the words of John Jacobs in describing it at the end of his visit) " longer than some, shorter than some " in Britain. The two longest holes are 580 and 610 yards. Hazards include a generous number of natural ones in the form of nullahs crossing the course, and some 3,000 flowering shrubs and trees have been planted under the new regime. Jacobs has suggested various improvements, making the course " more difficult but better."

As for the players in Peshawar, Jacobs found them " as enthusiastic as any " he had ever met; and, in view of the fact that the majority had been playing for only two years—and, at that, without a professional to coach them—they were " as good as anyone." He anticipates that another two years of practice should produce several three to six handicap players. After five years, golf in Pakistan, he feels, will be in a very different state to that of today. Plans are already in hand to stage Pakistan's first top-class professional championship in the country in 1964. Whether it will be played at Peshawar, or elsewhere—possibly, for instance, Rawalpindi—is not yet decided; but it will certainly take place in early April, if plans come to maturity.

Air Marshal Asghar Khan, President of the Club, presents a salver to Mr. Jacobs

A view across the course at Peshawar from the 7th green. Pakistan's first Open Professional

The Club House of the Pakistan Golf Club, which celebrates its centenary this year

WEALTH

Begum Asghar Khan is coached by Mr. Jacobs

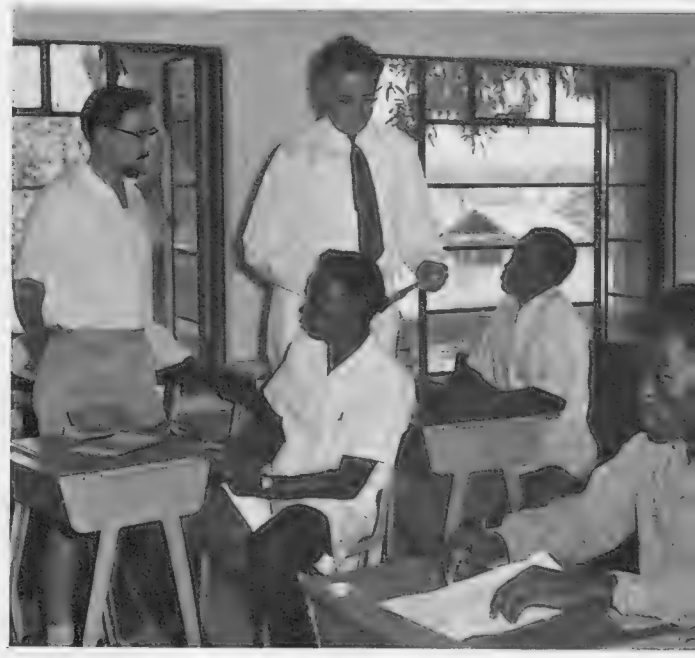
Championship may be held on this course next year

Practice in rope-work by members of the Kenya African Mountaineering Club

KENYA

Climbing the peaks of East Africa

The spirit of mountaineering, which is spurring modern Africans, together with other races, to undertake strenuous and hazardous trips to the summits of East African mountains, has been largely generated by the examples set by the Mountain Club of East Africa and the Mountain Club of Kenya. The recently formed Kenya African Mountaineering Club is developing into a strong non-racial organisation which, it is hoped, will become a nucleus for climbers and stimulate more Africans in East Africa to take greater interest in their local mountain heritage.



Sir Geoffrey de Freitas examines corn at the State Farm at Ejura and meets teachers on a course at Navrongo

GHANA

A tour by the British High Commissioner

Sir Geoffrey de Freitas, the British High Commissioner to Ghana, with his wife and their three sons recently made a six-day tour of the northern and upper regions of the country. Their main purpose was to visit agricultural and educational projects. Their programme included, for instance, the State Farm at Ejura, 65 miles north of Kumasi. In the photograph, Sir Geoffrey is examining a variety of corn known as G.S.I. with Mr. B. V. Oti, the Field Officer. On the educational side, the High Commissioner met qualified primary school teachers taking a week's English language course at St. John's College, Navrongo, which was organised by the Ministry of Education and the British Council.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

The drawing by Fortunino Matania is of the occasion in Guildhall, London, in 1911, when the City Corporation entertained King George V and Queen Mary soon after the Coronation. On the King's right is the Crown Princess of Sweden and next to her is the Prince of Wales (now the Duke of Windsor). Foreground is the Lord Mayor, Sir T. Vezey Strong

FORTUNINO MATANIA

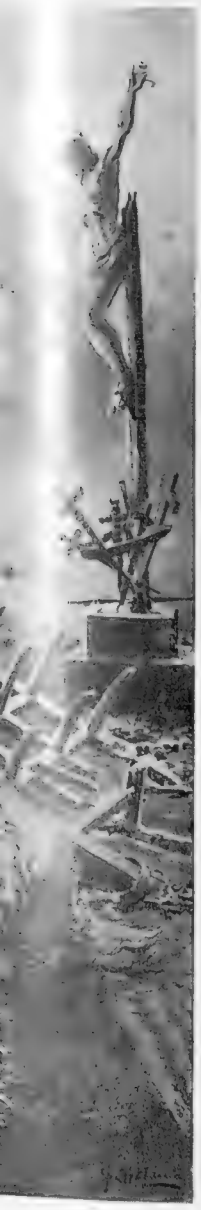
A noted contributor to "The Sphere"

In the 1920s the founder and first editor of THE SPHERE, Clement Shorter, wrote of the artists who worked for the newspapers. Shorter declared: "To me there is only one man today who really excels in this kind of work. He is an Italian from Naples, Fortunino Matania, and it was my good fortune to secure his loyal services very early in the history of THE SPHERE."

The first contributions to THE SPHERE from Matania, who died a fortnight ago in London, appeared in 1905. (Earlier he had contributed to *The Graphic* which is now incorporated in THE SPHERE.) He soon established himself as a most distinguished artist. He was especially notable for his drawings or paintings of Royal or State occasions and of scenes in the First World War. Chevalier Fortunino Matania was born in Naples in 1881 and, according to his own account, was educated in the studio of his father, an Art Professor.

"The Staff car and its daily work"—from *The Sphere*'s Special Correspondent with the British forces on the Western Front in 1915

The Burial of the Unknown Warrior in Westminster Abbey on Armistice Day, 1920, in the presence of the King and Queen and other members of the Royal Family. Among the politicians in the background can be noted Lloyd George, then Prime Minister, Asquith, Austen Chamberlain, Curzon and Churchill



A despatch rider arrives at British headquarters with reports from the fighting line—a drawing published in October 1915 in *The Sphere*

BRIAN VESEY-FITZGERALD

CANDLEMAS WAS HORRIBLE

If Candlemas be fine and clear,
There'll be twa winters in the year.

That is a north country, a Border saying. Candlemas is February 2 and is said to mark the middle of winter; a normal winter, that is. It is also said that the weather at this time determines that for the rest of the year, so it is not surprising to find that there are a great many country proverbs about Candlemas. Another one, a south country one, is:

If Candlemas be wet or drear,
In June it will be hot and clear.

And I daresay that, over a period of years, sayings such as these have a local validity, for they are based on long experience.

But Candlemas this year was neither " fine and clear " nor " wet or drear." " Drear," by the way, means " foggy ": not foggy in the sense of a London November fog, but foggy in the sense of a wet shifting mist. A very good word it is in that sense. Candlemas, this year, was just horrible: cold with a biting easterly wind, snow showers and frost all day. I went along to see our oldest inhabitant, and, inevitably, like true Englishmen we talked about the weather.

Inevitably, he produced another Candlemas saying:

If Candlemas be hard with snow,
Six weeks must pass for it to go.

Which, as the garden carried a couple of inches or more of hard-packed snow and had done so for weeks, was not altogether encouraging. This is a saying I had not heard before. I asked him where he had got it. " Oh, I dun know. Me granda p'raps. But you ask around: all us old'uns do know it." Then he added rather grumpily: " Them with they barymeters dun know everything, and that's a fack." Well, I have asked around and it is true: all the old folk do know it.

Which is but further proof of what an exceptional winter this has been. Otherwise, I should certainly have heard it before now: country folk are fond of trotting out these old saws. Of course, 1947 leaps to mind. What was Candlemas Day 1947 like? Surely I should have heard it then? But, to be honest, I cannot remember precisely what Candlemas Day 1947 was like. No doubt there was snow lying, maybe even thick snow, for there was plenty of it that winter. But then, during my lifetime, there must have been many years with snow lying on Candlemas Day: it is mid-winter after all.

On the face of it, therefore, it is surprising that I should not have heard this saying before. But, consider the wording. The saw does not say just snow or " white with snow " or anything like that: it says " *hard* with snow." These old saws are precisely worded. It is not just the snow that matters: it is snow and hard frost, by implication many days of hard frost. When you look at it like that, maybe there is truth in it. Certainly it is going to take a very long time for this lot to disappear altogether. But not, I hope, six weeks.

An astonishing number of these old saws are somewhat pessimistic in tone. Consider that January one: " As the day lengthens, the cold strengthens." Nothing very cheerful about that. If, after a couple of mild days in January, you feel on top of the world and think spring is just round the corner, remember

A January spring
Is worth nothing.

And there is a farming saying about a mild January, too:

If you see grass in January
Lock your grain in your granary.

On the other hand

A dry and frosty Janiveer
Is like to make a plenteous year.

Which is just the plain truth. A month of hard frost does the soil an immense amount of good, making it easy for the farmer to get good seed beds for spring sowing with a minimum of effort. The old saws are, in fact, not so much pessimistic as realistic. The countryman has lived too close to the weather for too long to be anything else.

But you do, particularly with the weather saws, occasionally come across some strange contradictions: not surprising, perhaps, in view of the contradictory nature of our weather. Take that one about Candlemas being wet and drear. It makes you look forward to a fine hot June and it implies that a fine hot June is a good thing. But there is another saw: " A dripping June sets all in tune." I do not know what this means. It suggests, obviously, that a wet June is better than a fine hot one: presumably from the financial point of view. But this just isn't true. June is the hay month and anyway " a dry summer never made a dear peck." That at least is very true. There is an East Anglian saying: " Drought never bred dearth in England." It is always the wet seasons, not the droughts, that hit the farmer and therefore country folk as a whole. In a really wet season, quite apart from damage to crops, stock never thrive even though there will be plenty of grass. They need the sun on their backs. No, I do not understand " a dripping June."

What about snow? There is a suggestion in that Candlemas saw that snow, prolonged hard snow at any rate, is not good. The fact is that we do not get a prolonged spell of cold weather without the wind persistently in the east, and " when the wind is in the east 'tis neither good for man or beast." But there is another saying about snow—the only other one I know—and that is: " Under water dearth, under snow bread." Which makes it plain that snow, but not, be it noted, hard snow, is to be welcomed.

In this saw, too, there lies a deep truth. On arable land at any rate flood water in winter, stagnant water that is, does incalculable harm. But snow, good thick soft snow, almost always does good, for it provides a blanket against the bitter wind frosts. In the garden it will certainly save many plants that are not fully hardy, so long as it is thick enough to cover them completely. It must surely do the same for those agricultural crops, such as beans, that are not completely hardy.

I had intended to close this with some nice cheerful saw like " Every cloud has a silver lining " or " It's an ill wind that blows nobody any good." Those two struck me as a bit hackneyed, so I turned to a dictionary of proverbs to find something as cheerful but less well known. The first proverb to catch my eye was: " Change of weather finds discourse for fools." Oh dear, oh dear!

Mr. Bill Maynard, a farmer at Thorverton near Exeter, finds one of his fields covered in a crop of ice floes. The previous night the field had been covered with water from the flooded river Exe: during the night the water subsided leaving behind ice floes carried downstream by the river

A very ancient stone cross is at Keills, at the end of a peninsula in Knapdale, Argyll. The ruins beside it are of the chapel of St. Cormac

At Inverkeithing there is a handsome Market Cross of the shaft-crowned pedestal type over 500 years old. The unicorn finial surmounts a sundial and four heraldic shields

SCOTTISH MARKET CROSSES

By **L. S. PATERSON**

The ancient cross-slab at Fowlis Wester, near Crieff in Perthshire

That interesting survivor from the past, the Market Cross, now acts mainly as a mark where the principal streets of a town or city intersect, so the tourist is constantly advised to " turn off at the Cross." Originally erected at the natural centre of the community, the cross is still there, and the main routes radiate from it; so property bought around almost any Market Cross has yielded a handsome profit over the years.

The ancestors of the Market Cross were the monoliths and cross-slabs, churchyard crosses of simple form, often a slim, tapered shaft rising from a block or stepped pedestal, and later types with more elaborate decoration. From these stemmed the Market Cross, now one of the few surviving links with the past which have resisted weather, decay, neglect and development. Standing in the midst of modern town centres these old crosses seem aloof, graceful and seemingly scornful of the chromium shop fronts and concrete lamp-posts they survey.

The stone monuments were erected from medieval times onwards, always at the principal meeting place in the centre of villages and burghs. From them proclamations were read and round them open-air markets were held.

Mainly much smaller and more austere than the massive and elaborate type found often in England, the Scottish Market Cross was usually a stone shaft on a stepped pedestal, surmounted by a decorated finial which often carried the emblem of the town or of the powerful local family.

In some cases the shaft sprang from a heavy polygonal or circular base, large enough to accommodate a ground-level room and an internal stairway to a battlemented platform, which served as a safe vantage point for those who announced possibly unpopular edicts. The only original one of this type now standing is the beautiful Market Cross at Preston, East Lothian, although rebuilt or reconstructed ones can be seen at Aberdeen, Elgin, Perth and Edinburgh.

Clackmannan, in Scotland's smallest county, has a very interesting group, composed of the tower of the Old Tolbooth, the Market Cross, and the curious Stone of Mannan, a focal point of antiquity. Thornhill, in Nithsdale, has a most impressive cross, standing at the junction of four wide, lime-bordered streets. It was erected by a Marquis of Queensberry, to commemorate the opening of the road to Glasgow. A tall fluted shaft carries the emblem of the Queensberry's, the winged horse, Pegasus.

Some crosses are no longer on their original base, but set against a wall, if only the shaft remains. Pittenweem, in Fife, and Beauly, near Inverness, have this type as does Dunbar, where the old shaft is set beside the Town House in the main street. And at Kirkcudbright the old cross is now set on top of the Tolbooth

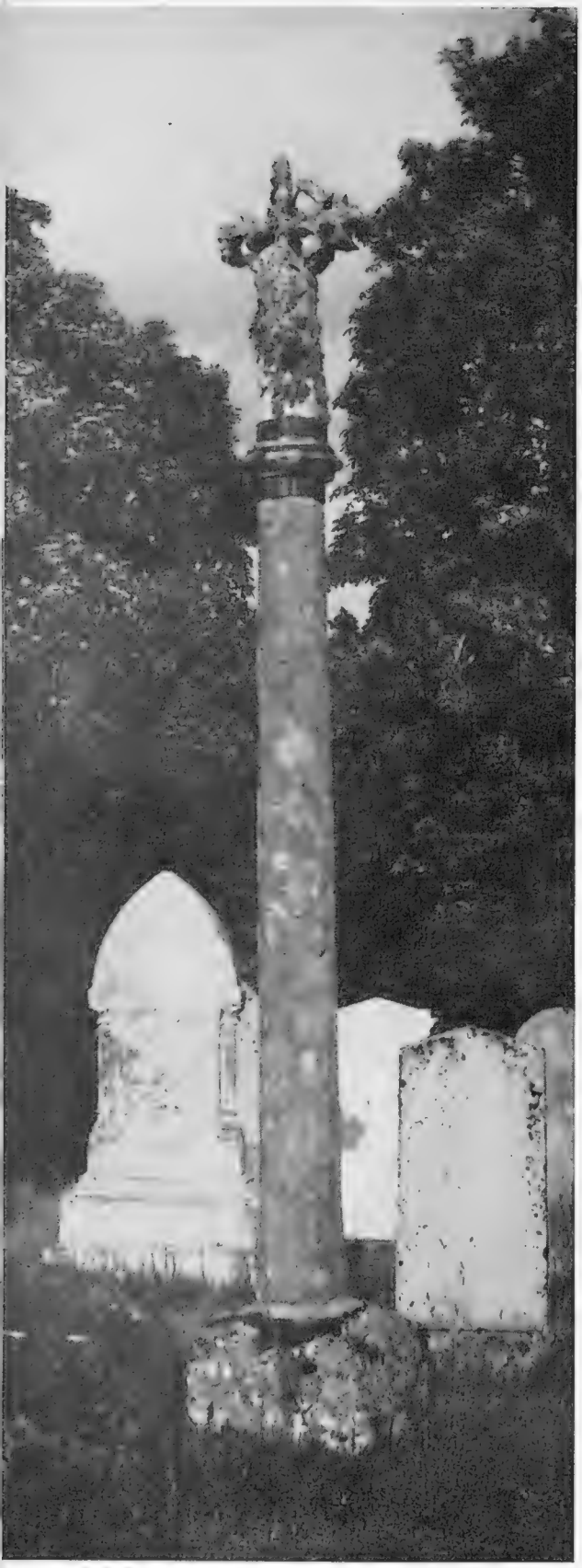
(*Continued on following page*)

Doune, in Perthshire, has a lion-crowned cross

The shaft at Airth of one block of stone. Decorations include the Elphinstone arms

At Newbigging in Lanarkshire the cross is said to have been moved from Dunsyre

The cross at Kincardine on Forth is nineteen feet in height



In the churchyard at Dallas, Morayshire, is one of the oldest crosses in Scotland

Gifford is a charming little village in East Lothian where the centre is surrounded by old houses and other old buildings

SCOTTISH MARKET CROSSES

(*Continued from previous page*)

forestair, safe from the hazards of modern traffic.

At Inverbervie, on the Kincardineshire coast, the shaft of the cross, which is of fair height, is dwarfed by an immense base of six massive steps. Doune has a well-maintained cross which forms a natural roundabout for three intersecting streets.

Elgin has its restored Muckle Cross, of 1888 date, on the site of the ancient one; and also has the attractive Little Cross, where the approach to the Cathedral leaves the High Street. The Little Cross was first erected in 1402 and marked the boundary of the Sanctuary. The present one dates from 1733, although the finial is of much earlier work.

Inveraray has on its grassy sward by Loch Fyne what appears to be one of the old Celtic Crosses, which were erected on burial grounds, and this is said to have been brought from the Island of Iona, where there are many of this interesting type. A cross which has moved its position twice is that at Carnwath, a massive square shaft with a curious pear-shaped finial.

Unicorns, sundials and coats of arms were the favourite decoration for the Market Cross; and sometimes pictorial reference is made of the trade or sport of the community, as a carved fish or a ship for instance.

Two very old crosses of the ecclesiastical type are to be found in the churchyards of Dallas and Duffus, in the north-east shoulder of Scotland. Their tall, slender shafts are graceful and impressive, and well preserved.

The most notable of this earlier form of cross are the two wonderfully preserved shafts of great beauty and deep interest which stand near the Border, one at Ruthwell on the Scottish Solway coast and the other at Bewcastle in the fells above Brampton, on the English side. These are famed antiquities, the subjects of much research and discussion. Perhaps they are the finest examples of seventh-century stone carving in Britain.

There are no Scottish crosses comparable with the very large and exceedingly ornate structures which are found in England, like the Poultry Cross at Salisbury and the beautiful 500-year-old one at Chichester; or the tall, intricately carved Eleanor Crosses. But although they are in the main plainer, the Scottish Crosses have a rugged simplicity of line that is typical of northern architectural standards and many are most interesting in their carved detail.

A pause to inspect these old crosses brings interest to a journey, and as they are usually at a junction the halt may be necessary, to ask the way, for so far no local authority has used the cross as a pillar for a signpost: though in at least one instance the shaft now does duty as a lamp-post, a rather degrading end for an interesting relic!

Carnwath's massive shaft is topped by a curious pear-shaped finial

Ancrum on the Ale Water in Teviotdale has a very ancient shaft set under the trees on its village green

Bewcastle just over the border in Cumberland, in the fells above Brampton, has a carved seventh-century cross. There is a similar cross on the Scottish side of the border

A beautiful cross of the elaborate parapet type stands in Preston, East Lothian. It is claimed by some to be the finest in Scotland

TRAVEL

CHARMS OF CORFU

By **GORDON COOPER**

Lying in the shadow of the Albanian snows, Corfu is now becoming increasingly popular as a holiday resort. This Grecian isle has much to attract the tourist. Its material attractions include easy access and some good hotels, to suit all purses. Corfu, capital of the island, is an attractive town, although perhaps enigmatic, for its architecture, mainly Venetian, is confused by British Victorian monuments, with touches of Greek, Turkish, Italian and other styles. We occupied the island from 1814 until 1864.

Stamp collectors will know of the English stamps issued during the latter part of our stay. Cricket still has a firm hold, although the only four teams get tired of playing each other and look forward to visiting teams turning up, even though it means playing in a temperature of over 100 deg. Fah., on the esplanade under the shadow of the Citadel, to the accompaniment of a million cicadas, and watched by several hundred critical islanders. The esplanade, by the way, is pebbly sand, the wicket a strip of matting. Umpires are armed with a large hammer, to replace disturbed stumps, and a broom to sweep sand off the matting.

In addition to some French adaptations and modern Greek effects, there are the Venetian castles, some beautiful churches and houses reflected in the quiet waters of the harbour. There is a splendid esplanade, too, which runs along the sea walls. With its golden beeches, a picturesque coastline and an exquisite blend of colours, this island surely merits its title of Emerald Queen of the Ionian.

The large royal palace (with an interesting museum on the first floor) was once the residence of the British governors, among whom was the unpopular "Tom the Tyrant" (Sir Thomas Maitland), who at his own cost had erected a monument (still standing) "In memory of his safe and happy return from England." Sir Howard Douglas and Sir Frederick Adam were more popular governors.

Notable among the other sights of the town is St. Spyridon Church. This patron saint of Corfu had a formidable reputation for miracles: during the Turkish invasions he is believed to have performed many feats—stamping out armies, sinking flotillas, and decoying a grain-fleet to the island when the inhabitants were on the point of starvation. Small wonder, then, that the population cherish a unique faith in him, taking to the church their diseases, their hopes, their problems more readily than to the doctors. Every year on Good Saturday, Palm Sunday, early August and the first Sunday in November the wizened little mummy is carried in a procession round the town in his decorative sedan chair.

Additional charms against fate are favoured; the carthorses, for instance, wear a necklet of beads as a protection against the evil eye; and the priest, too, confers a more orthodox blessing at certain times of the year, when he splashes a house with holy water. Many amulets are on sale too in the town.

Using regular road transport and caiques (small boats) the visitor to Corfu can travel the length and breadth of the island—which is 70 miles long and 7-20 miles wide—through a beautiful countryside, along good roads. Both in the inland and coastal villages there is the feeling that time has stood still.

A drive through the olive groves leads to the beauty spot of Kanoni and its famous view of two small islets: Vlacherna with its small, spotless white convent, and behind it the island of Odysseus, known as "The Mouse Island," where thick groves of cypresses surround an ancient Byzantine chapel. On the way back you can pass the hill of Analipsis and go down to the sandy beach near the summer palace of Mon Repos (birthplace of the Duke of Edinburgh), said to stand on the site of a temple of Apollo. Here there are now cafés set amid centuries-old trees.

Another excursion which everyone will surely make is to the summer palace "Achilleion" built for the tragic Empress Elizabeth of Austria and later owned by Kaiser Wilhelm II of Germany. It is now a casino, while the grounds are beautifully laid out, with a wealth of sculptures, mostly late nineteenth-century Teutonic. At nearby Benitses there is a lovely seashore. Then, on the hilltop at Pelaka you get a superb view of the western coast of Corfu where sheer crags alternate with sandy beaches. Everywhere, in fact, you will find wonderful beaches.

At Kassope in the north the ruins of the Tiberian fort are overgrown with arbutus and asphodel; the walls gnawed by the weather. At dawn on certain days, however, the inhabitants of the little town huddled below claim that they hear the hob-nailed tread of Roman centurions and see the flash of bronze at the fort's loopholes.

A street scene in the attractive town of Corfu

One of the famous views from Corfu—foreground is the isl

Go to Corfu in the spring when the turtle-doves arrive, and the hills echo with their plaintive, insistent note, whereby hangs a legend—perhaps the most beautiful of them all. In some of the remoter parts of the island these birds are known as "dekaktures," which means literally "eighteeners." They say that when Christ was on his way to the Cross, a certain soldier in the crowd seeing His distress tried to buy a bowl of milk from a nearby woman. She was crying out its price "Eighteen a bowl." But the soldier had only 17 coins, a sum which the woman refused to accept. To his entreaties she only returned the cry "Dekakto, dekakto." Accordingly, she was changed into a turtle-dove to cry her wares for ever, in a lower and more melodious key to be sure, but just as insistently as ever. That is the legend; there is the belief that if ever a turtle-dove should cry "seventeen" instead of its customary "eighteen," the end of the world would be at hand.

Corfu is an island which will fascinate the traveller—not least for its fairs, local costumes and popular dances. It offers many opportunities for walks through the green countryside; and you find solitary bays of golden sand

of Vlac rna with its convent, and background the isle of Odysseus with its groves of cypresses

where you may be the only bather. There are open-air cinemas and dancing places. The local wines are good and cheap. And before you leave climb through the olive-groves to drink from the Traveller's Spring, when you will surely realise the uselessness of the act. For the difficulty is not to return to Corfu, but to leave it.

Useful Information:

The Greek Information Office (195 Regent Street, W.1.) can supply further information.

Access: By air to Brindisi (via Rome), thence by ferry steamer; or by ship from either Venice or Ancona. There are frequent sailings from March to October by the Adriatica Line's *Appia* and Hellenic Mediterranean Line's *Egnatia* between Brindisi and Corfu on a passenger and car ferry service.

Hotels: In the town of Corfu the Corfu Palace is the best hotel, the Astir inexpensive; and outside there are the Xenia and the Miramare Palace.

Specialist travel agents: Oceanways, 23 Haymarket, S.W.1; Horizon Holidays, 17 Hanover Street, W.1.

AIDS TO THE FREQUENT TRAVELLER

It is now very much easier to book hotel accommodation on the spot in this country for many leading European hotels. Travel agents are being served by special organisations set up over here which represent a number of hotels and which can accept bookings and confirm immediately. This not only saves time but enables travel agents to give a much better service to clients. It must be emphasised, however, that these hotel-booking agencies only operate through travel agents, and are not available to the general public. The largest and longest established is Hotels Abroad Limited who represent 200 first-class and de luxe hotels not only in Europe but in the West Indies and the Lebanon.

It sometimes takes an expert to ferret out a suitable service from a timetable. The complications of modern travel, especially by air, make it very confusing for the ordinary passenger to elucidate essential information. Something simpler is really required. Air companies should, I feel, produce a gist of their timetables, indicating the services they run and their frequency. It would appear, however, that British Railways are beating the air companies to this with their production of a new pocket railway guide to help businessmen. It is the inspiration of their Divisional Manager in Nottingham, Mr. G. B. Gray, who also felt that regular travellers needed a simple pocket railway guide to give them at a glance selected services to different parts of the country. Three editions, covering services from Nottingham, Derby and Leicester to 45 selected centres throughout Great Britain, have been published as an experiment and are available free of charge at railway stations and travel agencies in the East Midlands.

Another country has divided its currency by 100 without changing the value of each unit. Finland, on January 1 this year, introduced a new mark with a value of 100 times that of the old mark. All the old notes and coins which were legal tender at the end of 1962 will retain their validity, with no change in purchasing power.

Holiday booking trends are on the same lines as last year, Spain and Italy being well to the fore. The cold weather, however, has delayed many people making up their minds, but they can be assured that it is still possible to arrange holidays in July and August in such popular places as Majorca or the Italian Riviera. The peak booking period is likely to take place this year about the beginning of March.

W.D.C.C.

BOOKS

IN TWO WORLD WARS

Stuart Hood recalls fighting with partisans in the last war; Arthur Behrend in Flanders in 1917-18; and recent fiction

Memories of two wars provide authors with the material for two of the week's most distinguished books. First, Mr. Stuart Hood with PEBBLES FROM MY SKULL (Hutchinson. 18s.), in which he writes of the last war and of the period when he escaped from captivity in Italy. For a year he operated behind the enemy lines with partisans who were Yugoslavs, Poles, Italians, Russians, South Africans but had in common the habit of being very quick on the draw. When he finally recrossed the line in 1943, Mr. Hood became an Area Commander and, later, political intelligence officer in North West Europe, but the present book is devoted to his experiences, not only with his fellow fighters but with the Italian peasants whose hard life he shared. It was this rhythmical acceptance of seasons, of poverty and relief that most interested the author, taking him in imagination back to the fourteenth century and the unchanging gestures of farmers and husbandmen. This is a beautifully written, controlled and evocative book and I recommend it most warmly.

AS FROM KEMMEL HILL (Eyre & Spottiswoode. 21s.) is Mr. Arthur Behrend's recollection of fighting in France and Flanders in 1917 and 1918, years which took a terrible toll of life and which were tragic and crucial for the Allies. During that time Mr. Behrend was Adjutant of an Artillery Brigade, took part in the battle of Messines, the third battle of Ypres and the March campaign, including the retreat. It is many years since I have read a book which re-created with such vividness and authenticity the atmosphere of those war years, the scale of their disasters and even the occasional gleam of humour.

Mr. E. B. White, American writer, commentator and wit, to whom I am endlessly grateful for having created *Stuart Little* (a children's book which is much too good to be wasted on children), has now produced a volume containing 18 of his articles or pieces, and entitled THE POINTS OF MY COMPASS (Hamish Hamilton. 21s.). When Mr. White writes "my compass," he means just that. His compass is not likely to guide anyone else since he has designed it with its centre in his office and any point half a block away towards Sixth Avenue, New York, to be known as The West, while half a block away in the other direction is known as The East. "You can readily see what a convenience this was to a foreign correspondent—no passport fuss, no plane reservations, no packing of suitcases, no trouble with the customs, no dysentery from eating raw food. All I had to do was sit down anywhere and I was somewhere." And even if this explanation may not satisfy those with different ideas of convenience, it is a good example of the logic of Mr. White's thinking. His essays are often extremely amusing, often very acute, always sensitive and never, for as much as half a line, banal.

LEONARD BERNSTEIN, the distinguished American conductor, at London Airport. He arrived last week with the New York Philharmonic Orchestra to give a concert on the Royal Philharmonic Society's 150th anniversary

New writers, first novels and a general air of freshness and experiment are the hallmarks of this week's list. BINGO BENNY (Hodder & Stoughton. 13s. 6d.), for instance, introduces Mr. Jon Holliday as the author of a tough and breezy story about an English seaside town where, as usual, most of the activity takes place on the Front, or promenade, and where winkle stalls, Bingo games, amusement arcades, piers and donkey rides are all organised with the object of parting the trippers from their money. Brightly written, and knowledgeable.

SCORN (W. H. Allen. 18s.) is a first novel by young Miss Robin Francis who has written about Egypt in the present day and, more particularly, about one man whose power for evil spreads like a corrupting stain, infecting all those who come too close to him. Highly effective, dramatic and even sensational.

A LOOK AT BRITAIN

The Welfare State and the living conditions of children of working mothers

Searching the nation's soul, probing for points of weakness in our everyday life, is the preoccupation of several writers whose books command attention this week. Anthony Hartley's A STAGE OF ENGLAND (Hutchinson. 25s.) is a diagnosis by a talented journalist of the present major ills besetting us. Mr. Hartley is inclined to blame the welfare state for much of our malaise. He says that it has been a cultural failure, even citing its failure to provide a National Theatre (a matter that was in fact remedied by decisions made last year). The author does not mince matters about the new forms of secondary education; for instance the comprehensive schools, with their social ideals, prevent us from raising the intellectual level. Mr. Hartley would like to see us go into reverse on this issue, and there is much else in the same vein to arouse controversy. Here is a writer who repeatedly wrings his hands at the prospect of declining British power. Association with Europe is Mr. Hartley's cure-all; and sadly for him his book emerges after the Brussels breakdown.

What is Britain's most besetting social problem? Most people would probably answer housing, and they would probably be right. Running this close, however, and intimately connected with it, is the problem of family life in relation to the welfare of children. We know that several million mothers in Britain go out to work each day and that they have no mean part to play in the economic life of the nation. But what happens to their offspring in the hiatus between school closing time and factory or office closing time? Is the latch-key child, the youngster who goes to school with the front door key strung round its neck, a victim or a beneficiary, or does the truth vary with the circumstances?

Dr. Simon Yudkin, a London consultant, and Anthea Holme, Research Secretary to the Council for Children's Welfare, have joined in a study entitled WORKING MOTHERS AND THEIR CHILDREN (Michael Joseph. 21s.). Here are all the arguments arranged in masterly fashion, and the authors follow their conclusions with clear-cut proposals. First and foremost they feel that full-time employment for mothers of children under three is most undesirable. A very special children's allowance for the first-born is recommended. For the three to fives, there are further proposals, particularly for part-time parental work that coincides with the hours of nursery school and day nurseries. The approach of these two energetic researchers is bold, practical and humanitarian, and one can only hope that much that they have to say will find its way through the legislative machine into the complex and vital world of child care and administration. One thing for which there is no real public welfare substitute is family life; if there is an onus on the parents to sustain it, it seems no less that there is an onus on the government to recognise the problem in terms of its own recruitment of woman power.

Just as there is an onus upon us to maintain and strengthen the family group, there is equally a responsibility on the industrial family, the men and women who at every level play their part in productivity. Michael Ivens, who has worked in one of Britain's great petroleum concerns, sets out his ideas in THE PRACTISE OF INDUSTRIAL COMMUNICATION (Business Publications. 45s.) with lucidity. Samuel Smiles might have produced simpler words for it, but Mr. Ivens' intention is clear enough to show various techniques by which men and women at every level of employment may make the best of themselves and of their firm's potentialities.

For the millions of young people looking to the new frontiers THE YOUNG SCIENTIST has already proved to be a great attraction. Volume Three (Chatto and Windus. 18s.) now makes its bow. It contains 17 articles each written by an expert on his subject. H. A. McGhee introduces the realm of colour television; Professor A. R. E. Singer presents new ideas on metals and atoms; Dr. E. B. Dorling looks into the question of Artificial Satellites; Dr. R. A. Brooker reveals the potentialities of the computer at work; while Dr. L. L. Katan's *Chemicals from Petroleum* points the way to a new industrial giant.

Starting with the simple fact that Sir Winston Churchill is a child of two worlds, both a Yankee and a Marlborough, R. W. Thompson has made an analytical study of the great man. The copious quotations from Churchill's long and varied story certainly illumine him in many and interesting ways; but when the author says in his final chapter "He was a great complex of a man, compounded of warring ingredients," does he expect us to be surprised? THE YANKEE MARLBOROUGH (Allen and Unwin. 35s.) is a most earnest effort but, despite their admiration for Churchill, some readers may find it hard going.

Douglas G. Browne's THE FLOATING BULWARK (Cassell. 30s.) is a fascinating study of the development of the fighting ship from the building of the *Henry Grace à Dieu* at Woolwich in 1514 to the eclipse of the capital ship with the Battle of Midway in 1942. It is surprising how often in this story great commanders prevail with inadequate material at their command, the daring and resolution of Tromp, de Ruyter and Nelson emerging as the supreme examples.

Richard Edmonds

THE MOUSE RACE (New Authors. 16s.) has a background of contemporary Geneva and is by Mr. Sam Harrison, of whom we are told that he was born in an Irish gasworks during the Troubles. Readers will discover for themselves that Mr. Harrison is a most amusing and stimulating writer whose work has a pleasant vein of fantasy.

Mr. John Chaloner's novel, THE EAGER BEAVER (Blond. 18s.), is concerned with a young Englishman who, finding life, love and the weather in England too dispiriting for him, emigrates to Canada where he finds almost all his preconceived ideas mistaken but nevertheless decides to stay on and chance his luck. Pleasantly natural in style and clearly evocative of one region, at least, in a great country.

From France comes THE BETTER PART OF VALOUR (Jonathan Cape. 18s.) by M. Jean Forton, translated by Alan and Ann-Yvette Stewart. The theme is courage and the principal characters are a 16-year-old boy who grows up during the German occupation of France, and a Jesuit priest-schoolmaster. Michel finds the German rule intolerable; the discipline of the Jesuit college no less hard but it is there that the priest, having failed to dominate him or his friends either by harshness or appeals for friendship, enlists them in his own underground organisation for sabotage. The story is told through Michel's journal till that ends abruptly and an anonymous hand records the last events. Powerful, immensely readable and, at the same time, touching.

THE SEED AND THE SOWER (Hogarth Press. 18s.) contains in one volume three long stories by Mr. Laurens van der Post, and each of them is concerned with the experiences in war of the same English soldier. As always with this author, there is a depth of poetic imagination and great subtlety of expression. One reads his books with a rare and exciting form of concentration and one finds the rewards.

Mr. D'Arcy Niland is an Australian writer whose work has both originality and dynamism to recommend it. One of his novels, *The Shiralee*, has been a best-seller and his new book of short stories, DADDA JUMPED OVER TWO ELEPHANTS (Michael Joseph. 16s.), is likely to help his reputation along too. These tales have the authentic Australian idiom and vigour as well as tremendous pace.

JULIE AND THE GENERAL (Hutchinson. 16s.) is described by its author, Mr. David Emerson, as a mid-Victorian episode which is an accurate if modest tag for a very well-told story of the kind in which Mr. Emerson specialises; warmly human without sentimentality and not without its moments of mild suspense. Miss Caryl Brahms' new novel, NO CASTANETS (W. H. Allen. 18s.) delves even further back into the past and is a lively reconstruction in her own inimitable manner of the careers of three members of the Braganza family, chased out of Europe by Napoleon and "chased back 20 years later by a continent that could not bear to harbour them another instant." Funny, preposterous and extremely entertaining.

Miss Josephine Bell's A FLAT TYRE IN FULHAM (Hodder & Stoughton. 15s.) is one of this week's trio of detective stories. It is scarcely in the category of thrillers, being solidly constructed and logical rather than chilling, but it is easy to read and an agreeable change from a contemplation of the weather. SABA'S TREASURE (Eyre & Spottiswoode. 15s.), by Mr. Donald McNutt Douglass, features that intelligent and mountainous detective, Bolivar Manchenil, who operates in the Caribbean islands and remains one of my three favourite sleuths. Recommended to the discerning. Mr. James Turner's THE NETTLE SHADE (Cassell. 15s.) has a background of the north Cornish coast which the author knows so well and some savage skulduggery not too remotely connected with the trade in rare books. Mannerly and ingenious.

Vernon Fane

Lili (Sally Logan), the puppets and vendors sing "Beautiful Candy"

The Bluebird Girls in "Tanz Mit Mir". **Right:** Jacquot (Bob Harris) in "Grand Imperial cirque de Paris"

CARNIVAL

at the Lyric Theatre

This latest Broadway musical to reach London was roughly handled by the critics although it was a success in New York. The work of Bob Merrill and Michael Stewart, it is very much a family musical: it tells the story of a waif who joins a French circus troupe, falls for the Magician, discovers she can be a puppeteer, and ends up with the puppetmaster. *Carnival* exploits the resources of the show within a show—there are circus acts and puppet shows—as well as the points of its over-sweet story.

Photographed by John Blomfield

Left: Marko the magician (James Mitchell); Mr. Schlegel (Peter Bayliss); and Rosalie (Shirley Sands)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

E. B. Calvert

Last month Mr. Calvert was elected the first President of the newly-formed Paintmakers Association of Great Britain. By this appointment he achieved his aim of an amalgamation between the National Federation of Paint Manufacturers and the Society of British Paint Manufacturers. In 1960, Mr. Calvert had become the first Chairman of the Paint Manufacturers' Joint Executive Council, an interim body which had dealt with the industry's external affairs. Eric B.Calvert joined the export department of Blundell, Spence & Co. Ltd., in 1919, as an office boy at the age of 16. Within ten years he had been appointed manager of the company's Bombay office, responsible for markets in India, East Africa, the Persian Gulf, Malaya, the Dutch East Indies and Siam. He recommended the acquisition of production facilities in Bombay and in 1938 the Elephant Oil Mills Ltd. became a subsidiary of the parent company with Mr. Calvert as resident Managing Director. He remained in India during the Second World War, serving with the Royal Navy on harbour duties and controlling production at the Mills for the war effort. Mr. Calvert was appointed to the Board of the parent company in 1945, returning to Britain two years later. In 1950, he became Chairman. From that date, he initiated an expansion programme, culminating in the formation of Blundell-Permoglaze Ltd., today one of the most powerful groups in the paint industry, with Mr. Calvert as Chairman and Managing Director. Much of the success of the post-war years lies in the production of Pammastic plastic emulsion paint, which was developed in conjunction with the Dunlop Rubber Company. Mr. Calvert has long worked for the paint industry as a whole, being a member of the National Federation of Paint Manufacturers from 1947. Married, he lives in Sussex, where he shares with his wife a great interest in the cultivation of roses

BRITISH SHIPS FOR RUSSIAN OIL?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Any British shipyard would prefer development work and construction of a nuclear-powered ship for Britain to building floating fishmeal factories for Russia. But, unfortunately, there's only likely to be one order for a nuclear ship around for the next three or four years; and there might be several orders for these fishing craft or other kinds of vessel from Russia, at a time when some of Britain's best yards are right out of orders and most of them have very little on the stocks.

This controversial offer of possible business has come at a time when no shipbuilding region in Britain could afford to disregard business. It was first raised only as a possibility: the Russians did not come forward with any specific deal, and have preferred in the main to let British industrialists, politicians and their allies argue about the advantages and disadvantages of a hypothetical exchange of British ships for Russian oil without hardening the possibility into a firm proposal. There is no reason why they should have: it cannot be denied that the British shipbuilders want the ship orders more than the Russians admit to wanting to sell us a million or two tons of oil a year. In trading with the West, the Russians usually seem to have quite cool commercial motives; but are seldom averse, as well, to causing a maximum of political dissension between Western allies for the least possible commitment on their own part.

Equally naturally, the British Government was anxious to have some firmly-proposed deal to consider before it commits itself to a decision that our American allies will strongly resent. Yet any barter deal—which is the only way that significant quantities of Russian oil have ever been imported into Britain since the war—could have its own kind of disadvantages, quite apart from the politics involved. A number of the major contracts for sales of Russian oil to Western countries in the last few years have been tied specifically to deliveries of Western goods—ships, industrial plant, steel pipe, for example—from these countries to Russia. Great publicity has been given to the low prices at which the Russian oil has often been made available, far below those at which oil from traditional suppliers is ordinarily landed. Not so much publicity has been given to the terms at which the Western goods have been supplied in exchange.

Russian trading missions are very hard bargainers: they know precisely what they want to very high technical standards and when selling oil at rock-bottom prices they want the best bargains too on what they in turn are buying. In many ways they are excellent customers for any builder of capital goods: they are not as insistent on long credit terms and their payments virtually never fall overdue. But the bargains they drive for what they buy mean that the trade moves at cut prices both ways.

At present, in the shipyards and other heavy plant industries of many countries, industrialists are hardly well placed to argue about that: orders are generally too short, and it is up to them to make what bargains they can. Certainly no Government could withhold approval because any potential customer will use every ounce of bargaining power. In general, Governments such as Britain's dislike barter deals; yet the controversial element of Russian oil makes it vital to know just what Britain will be getting for dismaying the established oil suppliers and angering the Americans.

No other Russian export arouses as much political controversy, or seems liable to grow as fast. Immediately after the war the needs of internal reconstruction were absorbing all Russia's oil production, though oil had been a traditional export from the country in the '20's and '30's. But in the '50's it began exporting again, with a rapid rise to roughly 40,000,000 tons a year by 1961. This represented about a quarter of its home production. Out of total exports, nearly two-thirds of the Russian oil sent abroad went to countries outside the Western bloc.

This oil was sold, generally, at low prices—to gain entry into the Western markets, it had to be—but this growing supply at prices well below market levels inevitably helped to soften prices generally. It was often, too, sold in Government-to-Government deals, or to nationally-owned industries such as the Italian *Ente Nazionali Idrocarburi*. Since such imports inevitably required approval from the Western Government, government trading facilitated the two-way trade involved; but it also meant that Russian oil has entered these countries' markets without the preliminary investment in terminals, storage and distribution facilities that other oil suppliers had to finance as a "cost of entry."

Since the international oil companies are accustomed to finance this investment in marketing oil out of their integrated profits on producing and supplying it, and have in most cases, moreover, to pay sizeable royalties or profit-sharing taxes to the Governments of countries where they produce oil, they feel the Russians are not competing on equal terms. They note, too, that when selling oil to satellite countries the Russians have generally charged much higher prices than they do the Western buyer. In ordinary international commerce, this kind of discriminatory pricing, undercutting in "captive" markets and soaking the customer in others or in one's home market, is generally categorised as dumping. The curious nature of the Soviet pricing system, and the special considerations involved in inter-bloc trade among the Communist countries, may make such a label irrelevant. But the practice is just as difficult to compete with.

Britain's interests, here, are inevitably mixed. In this country price competition in oil has not gone as far as it has in some Continental countries; independent marketers are only now gaining some grip on the market and challenging the established British and American companies. As a result, the average level of oil prices to the consumer is somewhat higher than in many places abroad; this incidentally gives some protection to the coal industry, quite apart from the fuel oil tax and from the virtual ban so far of imports of American coal.

Consumers such as steelmakers—and shipbuilders—may complain that this hampers them in competing. Nevertheless, it means that the established oil suppliers get slightly better margins here than in other markets; and quite a share in the profits of the international oil industry eventually comes home, in foreign exchange that is as good as direct exports to Britain. To the extent that Russian oil entering this market too can reduce those international profits, the benefit is a mixed one; in somewhat the same way, miners argue that to import Russian oil in exchange for shipbuilding orders might simply transfer some of the country's unemployment from shipbuilding to coal.

The Government has indicated that as and when it gets any detailed proposal, it will consider this on its merits, even if it involves importing some small quantities of Russian oil. It told its American allies that small-scale purchases would not make it in any sense dependent on Russian supplies; and Britain's care not to develop "strategic trade" with the Russian bloc does not extend to every kind of business that might strengthen "Russia's industrial potential," as many Americans would propose. Such "blanket" restrictions have never been agreed between the Western allies, among whom the European industrial nations cannot lightly discard all chances of industrial trade with the Eastern bloc. So much for principle: in practice this "ships-for-oil" deal has not yet been set out even in outline, and since international oil companies are the best single customers of the British shipyards there might still be some further developments to complicate it.

Artist's impressions of **above:** a 34,000-ton nuclear tanker and **below:** a nuclear passenger liner, two of the five types of ship under consideration by the Ministry of Transport and British shipbuilders as possible economic merchant ships driven by a nuclear reactor. It was revealed last week that the Atomic Energy Authority was getting near the point of deciding on an economically attractive type. Research work has been proceeding on two designs. Such a ship could be in operation in 1967

FINISHING ANY SURFACE

By **KEITH S. FLORY,** Director, Paintmakers Association of Great Britain

The British Paint Industry is made up of more than 550 individual Companies of all sizes which between them produce annually over 90 million gallons of paints, varnishes and lacquers. At least 50 per cent. of this is produced by the top ten large groups or companies: about 85 per cent. of all of it comes from fewer than 100 manufacturers.

Paint products fall, broadly speaking, into two groups, either for industrial use or for the building industry. Industrial finishes account for a little over half of the industry's production. Every other industry is dependent in some way on paint for use on its products or machines or its buildings. There are few industries which draw so widely on chemistry and physics for developing their technologies.

In all its forms and variations paint is a coating of great flexibility which can be economically applied to maintain, preserve, protect and decorate a very great variety of surfaces.

Paint is basically a combination of pigments —very fine insoluble powders, which give colour and opacity—with a liquid medium which has the ability to form a film when deposited on surfaces. Various other components may be added such as plasticisers to increase flexibility, thickeners to give the right consistency and body, driers to catalyse air oxidation of the film as it dries, bactericides and fungicides to preserve the liquid paint or dried films of it from biological attack, wetting and dispersing agents to ensure the correct dispersion of pigment particles within the medium, and a number of others.

The properties looked for in the finished product include correct drying time, colour and colour stability, obliterating power, gloss, texture adhesion, hardness, resistance to knocks, scratches and scrapes, resistance to water or to acids, alkalis, etc., durability and resistance to weather and resistance to microbiological attack. One particular property deserving special mention is the ability of paint to protect metals from corrosion because corrosion has cost the country hundreds of millions of pounds every year.

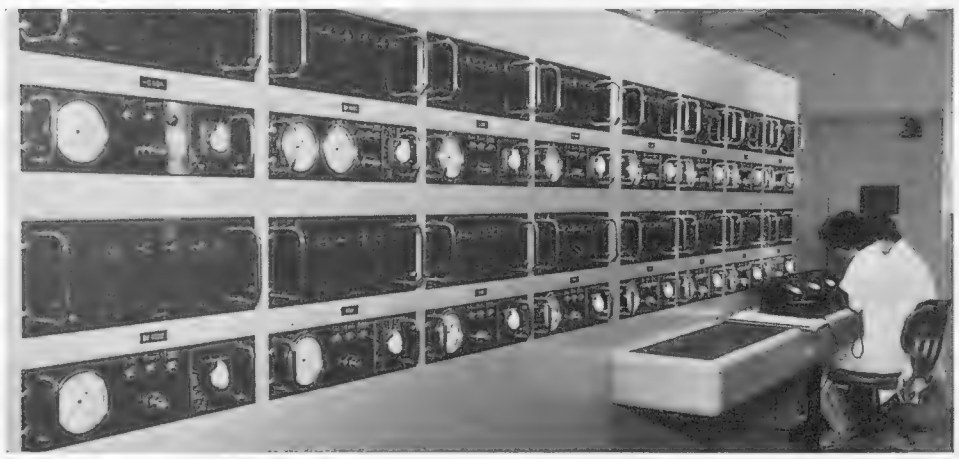
Paint application depends largely on the technical requirements of the finished article and the rate of production in the consumer's factory. Thus in the electrical industry, for which the paint industry makes a wide variety of electrical insulating varnishes, components may be impregnated by a vacuum pressure process taking some hours, followed by baking for 24 hours or even considerably longer. By contrast, in the steel industry flexible metal tubes may be coated and painted at the rate of say 100 a minute and the stoving times in certain instances are measured in seconds. Many other examples of special application requirements could be quoted, e.g. in the finishing of cars, refrigerators, furniture.

Paint only comes to its final form (the paint film) in the hands of the user. There are very many users, and there is need for a great deal of customer service. This may entail not only testing and the development of special paints in the paint manufacturer's own laboratories but close collaboration with the production units of other industries, particularly on methods of application and drying.

Paint is applied by brush, roller or spray, and also by dipping flow-coating, hot spraying, electro-static, airless spraying, and often by vacuum impregnation. The paint films may then be dried in many different ways; by air drying, by stoving in hot air ovens, or in ovens with infra-red heating, by electrical induction heating, by special chemical treatments, or by various combinations of these methods.

For industrial purposes much depends upon the " tailor making " of individual products for individual requirements. There are special painting requirements arising, for instance, from very local conditions indoors rather than outdoors which may call for resistance from a variety of chemicals as in some factories, e.g. in tanneries, dye-houses and electro-plating shops. Similarly, anti-corrosion products may be required for special structures, e.g. during bridge construction in various parts of the world where there is a particular geographic and climatic problem.

(*Continued on page 294*)



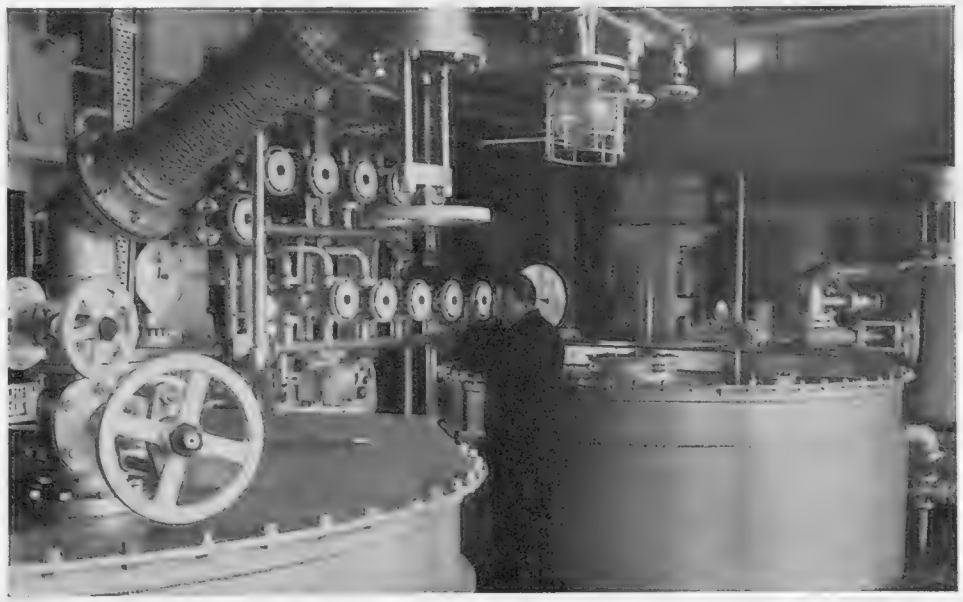
The control panel of the new automatic, centrally-controlled liquid-metering system handling solvents and paint media at the Perivale factory of General & Industrial Paints. **Below:** Operatives at the filling machine for water paints and distempers at Sissons Brothers & Co. Ltd.'s factory at Hull

Small batches of paint are produced in portable mixers, from which samples can be taken, at ICI's Paint Division

Edge-runners, machines for grinding together emulsion medium and water-paint pigments, in the water paint department of the Walpamur factory at Darwen

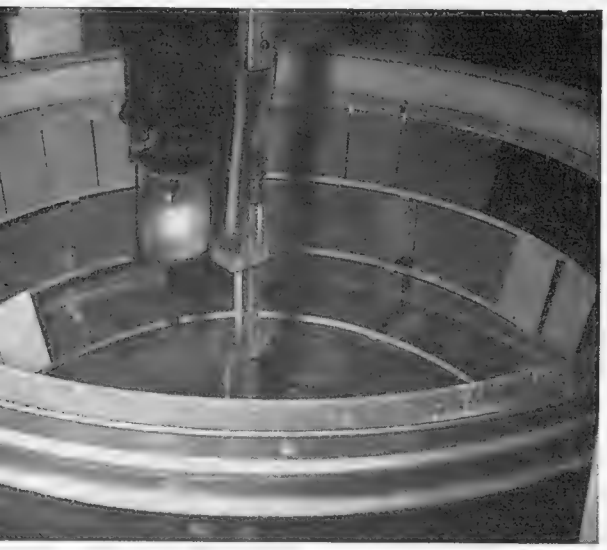
Right: An operative at the Silvertown factory of Pinchin Johnson & Associates Ltd. prepares the solvent blend for a batch of alkyd resin

Keeping an eye on a batch of synthetic resin during manufacture at the factory of International Paints at Felling-on-Tyne



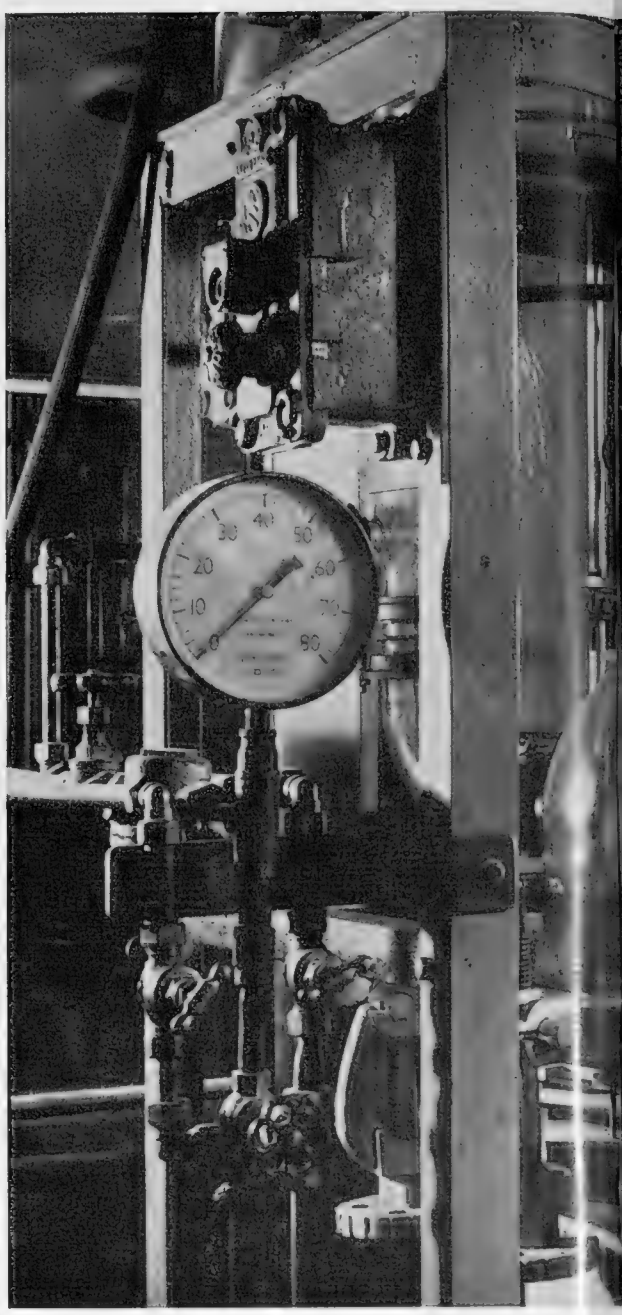
Below: Spin-top mixers are used in the final thinning and tinting of intermediate sized batches of paint at ICI's Paints Division factory at Slough

Part of the meteorological station at the Calton Weathering station of British Titan Products Co. Ltd.



Test panels in the revolving drum of the accelerated weathering apparatus at Carson Paripan's factory

A technician tests the viscosity of a paint at the Chadwell Heath, Essex, factory of Lewis Berger



At work in the Dunlop Chemical Products Division's research centre to improve the formulation of Pammastic plastic emulsion paint

FINISHING ANY SURFACE (*Continued from page 292*)

The general building and decorating trades frequently call for paint materials for use in a wide variety of climatic conditions. Such materials are sold for purposes known to the manufacturer only in general terms, e.g. house painting. Some customers for paint request their requirements in the form of specifications. They include Government Departments and Services, hospital boards, railways and so on and paint has to be manufactured for these users to fall within their particular requirements.

Meeting the customer's needs and maintaining high quality call for constant adjustment and control of production. But the manufacturer must always be alert to new possibilities arising from new raw materials as they come from the makers of resins, pigments and other paint components. Such new materials may enable him to improve properties, to meet more stringent industrial requirements, or to face competition from other forms of decoration and protection. There must be continuous testing and general formulation studies to meet customers' specifications, to minimise manufacturing problems, and to improve the quality or increase the production efficiency of established lines.

Many manufacturers have created special service departments to give industrial users immediate and expert technical advice on paint products and their application. This system of after-sales service has spread also to the creation of colour advisory departments who specialise in offering advice on complete colour schemes for individual houses, factories and sometimes complete community projects.

The science involved in the study of paint is profound. During recent years the industry has felt the impact of, and strongly reacted to, the scientific method. Much research is carried out by manufacturers' research departments and also the industry's Paint Research Station in such fields as the surface chemistry of solids, structural chemistry, polymerisation and cross-linking and microbiology. The media constituents of paint are studied by infra-red spectroscopy and thin layer chromatography.

Another facet of research with which the industry is preoccupied is a search for a numerical method of colour identification. One of the most difficult problems at present confronting the industry is to find a suitable and foolproof method of expressing colour accurately, the main difficulty being that visually colour is seen purely in terms of the eye of the beholder and, for instance, a certain shade of green may or may not be seen to be the same shade to two different individuals. The Paint Research Station is at the moment evaluating a computer from which complete colour formulations can be produced from a wide range of pigments. The colour values of the pigments are shown as a spectral curve on the computer's oscillascope screen.

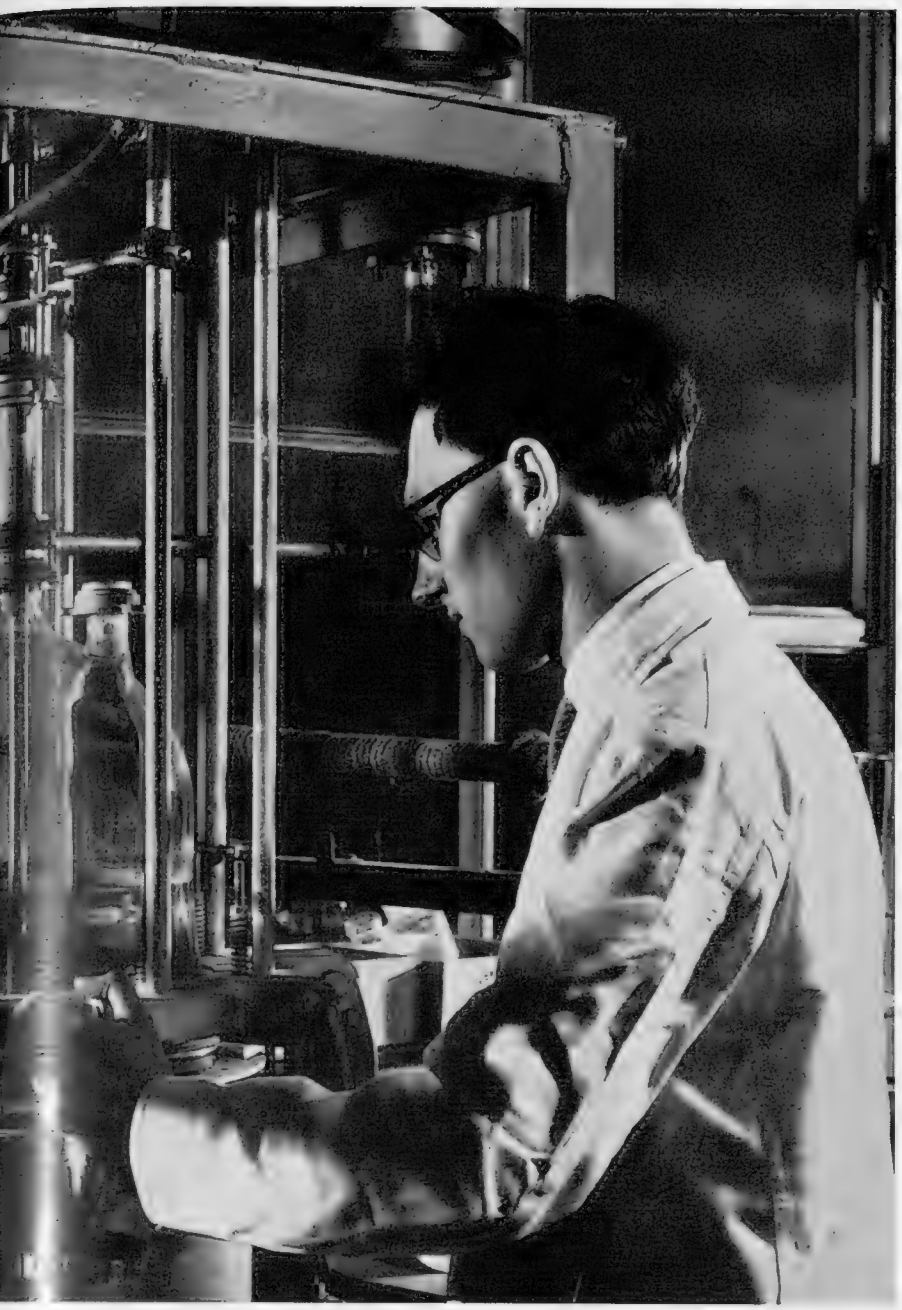
It is important, when dealing with paint pigments, to know their exact particle size and further to count the number of particles contained within a grain of pigment. This can now be done by means of a device which will produce an accurate count of particles each of which may vary in size from 1/5,000th to 1/1,000,000th of an inch in diameter. All this scientific endeavour is aimed at producing not only better paint, but the right product for a particular job.

One of the major problems with which the industry is concerned is to ensure an adequate supply of technologists, scientists and chemists to undertake basic research, product control and often to move into management and general administration.

Careers in the industry form an important part of the work being undertaken by the industry's new Association which began operation at the beginning of this year. For, if the Paint Industry is to continue to produce its almost infinite variety of products and to foster their greater use, it must be able to attract men and women of the right calibre.

Scientific progress and technical achievement have brought many advantages and material gains. These advantages have, however, been bought at a price which is too often paid for in terms of uniformity and conformity. Realising the fundamental importance of colour in all human life, the Association is actively concerned with helping those bodies responsible for promoting a greater awareness of our surroundings. Paint is literally a household word and its effect on life is chameleon-like; it provides a suitable use or colour for every operation and mood. At its worst it can profoundly disturb, at its best it enhances life as no other surface coating can.

Paint manufacturers are able to control every phase of paint production except its application. This lack of control of application provides perhaps one of the greatest challenges to the Paintmakers Association. The industry therefore increasingly needs to maintain and foster friendly and efficient liaison with all who apply its products in any form, and by any method to any surface.



Birmingham. Dunlop and Blundell, Spence & Co. carry out joint research work on water-based finishes, for which Dunlop supply the raw materials

Paints which are based on Epok water soluble resins from British Resin Products Ltd. can be washed off with water up to the stoving stage

A high-build, cold-cured epoxide enamel, made by International Paints, is applied by airless spray in a cargo tank of the S.T. *Hinnites* of Shell Tankers

Polyester lacquer being applied to television cabinets by the electrostatic spraying process —the lacquer and catalyst are deposited by centrifugal force—at Sonneborn & Rieck

An Austin A55, finished by General and Industrial Paints Ltd., in water thinnable paints. Such paints might well cut down costs and improve finishes

One of the biggest tasks for paint is protecting ships—here paints supplied by British Paints Ltd. are used on a large tanker at Newcastle-upon-Tyne

INDUSTRY AND THE STOCK MARKET

FREEZING FOODS

By "THE SPHERE" CITY CORRESPONDENT

One of the industries to benefit from Britain's recent cold weather was a particularly fast-growing sector—the makers of frozen foods. One of the leading producers has reported that sales reached an all-time record rate during the middle of last month. This adds further impetus to a business whose sales are estimated at nearly an annual £70,000,000—against less than £10,000,000 only eight years ago. Frozen foods have become one of the outstanding " leisure goods," products whose principal sales appeal lies in reducing labour. Frozen food sales have been helped by the manufacturers' close links with growers, ensuring the quality control which is one of frozen foods' major selling points against fresh foodstuffs. Frozen food sales have been helped, too, by the expansion of refrigerator ownership and notably by the spread of supermarkets, for whom frozen foods have come to represent an important part of total turnover.

Companies have moved into the frozen food industry partly from cold storage often based on the meat trade. The other avenue into frozen foods has been an extension of existing food interests, which had to reckon with the new outlets. This seems to have been the path followed by Unilever's Birds Eye offshoot, which has become the largest of Britain's frozen food makers, claiming as much as 60 per cent. of the entire market. Unilever sells more than £5,000,000 worth of foods every week, of which quick frozen foods represent a growing part. Mr. George Cole, the chairman, told shareholders in the latest report that sales in Britain had shown an appreciable increase over the previous year. Mr. Cole also disclosed that Unilever were spending nearly £1,000,000 on new processing and storage facilities for frozen foods, quite apart from expansion overseas.

But expansion into the frozen food business can pose problems, notably through initial marketing expenses and advertising. Ross Group of Grimsby, who are fast developing their frozen food side—as well as being the largest chicken producer in Europe—have recently reported a severe drop in profits for 1961-62. Since then, Mr. J. Carl Ross has reported a 50 per cent. rise on frozen food sales, over the 1961 level, and last month the directors revealed that the better trading results had been more than fully maintained.

Similarly encouraging prospects have been reported by Associated Fisheries, also a group with important trawling interests in the north—and which rebuffed a bid move from Ross Group some time ago. Speaking last year Sir Hugh Fraser, the Scottish store group head who is now chairman of Associated, told shareholders that they could expect an increasing contribution to profits from the distribution, cold storage and frozen food side. Associated Fisheries, who operate more than 100 trawlers, have developed their Eskimo frozen foods exceptionally rapidly ; during 1961 Sir Hugh reported that Eskimo sales had grown five times faster than the national average of 15 per cent.

Growth of the British frozen food market has also attracted large international food groups. One of these is the Findus concern of Scandinavia, which recently joined forces with the Nestlé coffee and milk group of Switzerland. A new company, Findus International, has been formed, in which Nestlé has an 80 per cent. interest, in order to expand frozen food sales throughout Europe. The share capital has been fixed as high as £16,000,000, reflecting the £20,000,000-£25,000,000 which it is planned to spend on expansion over the next three years.

Both Lyons and Union International—the latter an £80,000,000 group—can be ranked as major industrial concerns who have been drawn into frozen foods. Lyons as caterers, have long been associated with the Vestey family's Union International, which owns meat stores at Smithfield as well as shipping interests. Union had also developed into Eldorado ice-cream, and the first hint of a merger in frozen foods came last autumn. Lyons, Union and Mr. Garfield Weston's Associated British Foods group announced that they were merging the three companies' ice-cream interests—respectively, Lyons Maid, Eldorado and Neilsons. Union International's Fropax subsidiary will apparently become the vehicle for the frozen food merger, taking over Lyons' Frood side. While Lyons are to retain control of the ice-cream concern, Union will have the major interest in the frozen food company.

For investors, one problem of taking a stake in frozen foods is that relatively few companies have their earnings closely related to this business. Unilever's, Lyons' and Nestlé's interests cover a wide range of activities outside frozen foods, while Union International ordinary shares are still privately held. Even Ross Group and Associated Fisheries have important outside interests,but these are the two companies most closely linked to the frozen food industry. Following last year's setback, when net profits fell by more than £150,000, Ross Group's share price dropped sharply, although shareholders' dividends were repeated at 22 per cent. The 5s. ordinaries can now be bought at around 18s. to offer some 6 per cent. For people prepared to sacrifice some income for rather greater security, the 5s. ordinaries in Associated Fisheries will probably appeal more. These shares can now be bought for around 25s. to offer some 5 per cent. on the 26 per cent. dividend which has been forecast for 1962.

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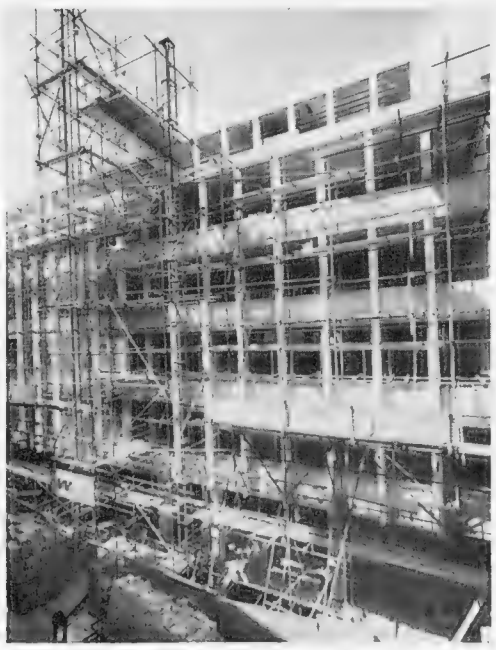
The site in the City is cleared



Progress views of the new building as the reinforced concrete frame goes up

The completed building, decorated with vertical fins from first to fourth floors

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SILENCE IS GOLDEN—Not only in words but in every form of movement, and especially in the still watches of the night.

The Noise Abatement Society have requested the Automobile Association that, in addition to grading hotels in relation to accommodation, service and cuisine, they should indicate those which have noiseless bedrooms.

A formidable task indeed, for if carried out with thoroughness it would involve their hotel representatives in sleeping in *every* bedroom of every one of their recommended hotels throughout the land.

For over 30 years we have been seeking out quiet hotels and claim that we can travel from one end of Britain to another with reasonable surety of a quiet night's sleep. But to be doubly sure we have adopted a certain technique. First we make it our practice to arrive at our predetermined destination by 4 p.m. (The majority of transient motorists " pull in " for the night between 6 p.m. and 7 p.m.) Thus, we can more often than not *choose* our room, a practice which is general on the Continent, but is sometimes frowned on by hotel receptionists in this country. We ask to be shown a quiet room, and these are what we are sometimes offered: A rear bedroom over or within earshot of kitchens and staff quarters—a " charming garden room " but, alas, opposite a gate-clanging lift, or a lavatory with what seems at nightfall an ear-splitting water system.

In general, one naturally hopes to find a quiet bedroom in an hotel away from a main road and standing in its own grounds, but *prenez-garde!* Many of these hotels were once country mansions. The single rooms may be ex-dressing rooms leading off a main bedroom. Communicating doors are rarely sound-proof and often ill-fitting.

Both in town, roadside and country house hotels there are noise hazards which the most farseeing of hotel proprietors cannot do anything about. Here the Noise Abatement Society might quietly arouse public opinion. It is high time that all church and public clocks had their chimes immobilised from 11 p.m. to 7 a.m. Dustbins should have rubber lids, and milk bottles should also be plastic; while car owners who rev up their engines and bang their doors should be shot on sight!

Casting our thoughts back, we recall to mind a number of hotels where we have commented on the profound quietude of our surroundings. Up in Aberdeenshire is located a most charming and restful hotel, *Kildrummy Castle*. The mullion-windowed house stands on a knoll set well back from the highway and looks across to the picturesque ruins of its namesake. Walls and doors are thick, carpets lush to the tread, and a quiet sense of graciousness pervades the whole. Food and wine were of a high order, and on retirement we knew nothing more until the maid came in with the early morning tea.

Poets can usually be relied on to seek out tranquil spots, so our night stop at *Alfoxton Park Hotel*, Holford, Somerset, is likely to remain one of our lasting memories of quiet contentment.

Standing back in vast parkland at the foot of the Quantocks (some two miles off the main Bridgwater/Minehead road) the house, once the home of William Wordsworth, is restful. Our bedroom window in the morning gave us a vista of Quantock slopes with deer grazing by the garden gate. Here once again quietude and a gracious atmosphere blended with a profound understanding of traditional English country fare.

Yet it is by no means essential to seek moorlands, mountain or woodlands for the peacefulness of the night.

We recall experiencing the profound silence of night time in the heart of London. One was at *Hans House*, a block of service suites (16 Hans Road) facing the rear of Harrods. Though Knightsbridge is just around the corner and the Underground 150 yards away, our bed-sitting room looked down on to a row of cottages, each with its tiny garden. It seemed unbelievable that we were in Knightsbridge, especially when a vociferous thrush anticipated our morning call by half an hour.

Generally speaking we seek, whenever possible, our night's haven without the city gates, and recently we listed some 30 hotels within half an hour of London, where we could park our car, shake out our clothes, and visit the Metropolis by train, returning each evening to our country quiet base. It is our intention later to base an article on dormitory hotels in the Home Counties but, as many an A.1 car driver approaches London from the north, we will name one hotel on our list—*The Salisbury* at Hatfield, Herts. Within easy walking distance of Hatfield station and fast and frequent trains, the hotel stands on the A.1000—the once Great North Road—and so only one-third of through traffic passes the door. For all, if one can earmark a rear bedroom, *The Salisbury* makes a relatively quiet and attractive base. All the bedrooms have been furnished in tasteful contemporary style, the hotel has a growing reputation for sound, honest, English cooking which marries happily with a sound selection of Continental wines.

With certain exceptions all our industrial cities are ringed with hotels where one can be reasonably certain of a quiet night's sleep. Visiting Liverpool? Note *Alexandra Court Hotel*, Alexandra Drive, Aigburth, 17. Once the home of a wealthy industrialist—parquet floors, staircase and panelling provide a scene of solidity and a security from noise.

To conclude with a story. Over the years we have had our bouts of disturbed nights. On one occasion we stayed the night in an ancient inn in the Cotswolds. The bedroom allotted to us had a four-poster bed and seemed spooky. In the small hours we were awakened by what seemed the door slowly opening. We switched on the light. It was firmly closed, but as there was neither lock nor bolt, I fixed a heavy chair by the handle. For a time all was still. Then we heard the creaking again. " There's someone trying to get in the lattice window," my wife said. I went to the window. Complete silence. Back between the sheets, we heard it once more. Creeping out, without turning on the light, I flung back the curtain. Then I discovered the secret of our alarm. An intermittent breeze was causing the ancient sign to creak on its hinges. The moral? We now carry a lubricating can around on our travels.

GOOD LIVING *by Ganymede*

The Graves district of the Bordeaux vineyard is much too often misunderstood even by people who are otherwise quite knowledgeable on wines generally. Most people only connect the Graves with semi-sweet or semi-dry white wines, whereas in fact the best whites are the dry ones and the production of excellent reds is equally important. This is not altogether surprising, for the area is named after the principal character of its soil, a mixture of pebbles, sand and clay, basically the same as in the Médoc, Pomerol and Saint Emilion.

One of the red Graves is the great exception to this neglect, for Château Haut-Brion, one of the four first growths in the 1855 classification, and the only vineyard outside the Médoc in the whole of that list, is, of course, in the Graves, at Pessac, almost at the gates of Bordeaux. But this is by far not the only fine claret produced in the Graves. Their number is legion, the principal areas being the communes of Pessac, Leognan and Martillac. For red wines the same grapes are cultivated in the Graves as in the Médoc, mainly Cabernet Sauvignon, Cabernet Franc and Merlot. The resulting wines are big and very elegant. In a way perhaps they are less complicated than the best examples of the Médoc. They are a little more robust, but crisp and clean in taste and their bouquet develops remarkably well. Their magnificent colour lasts exceptionally long over the years. The most important vineyards for reds are, besides Haut-Brion: La Mission Haut-Brion, its next door neighbour at Pessac, Haut-Bailly and Carbonnieux at Leognan and Smith-Haut-Lafitte at Martillac.

Among the whites the Graves district offers the greatest variety of sweetness and dryness (the grapes are the same as are grown in the adjoining Sauternes area). They are all big, fine and fruity, clean tasting wines and even the driest lacks the impression of too much acidity. In spite of the fact that, like most white wines, they can be drunk young, they have a long life, and the best dry Graves definitely improve in bottle with age and they have very little tendency to maderize. The finest white Graves come from the vineyards around Leognan in the middle of the district, and the best known among them are Château Olivier, Carbonnieux and Chevalier. However, there are many, many other vineyards producing good quality white Graves.

At a lunch given recently by the Directors of Geo. Idle Chapman & Co. Ltd., I enjoyed a wonderfully interesting trio of the best wines from this district. As the chairman of the Bordeaux firm of Louis Eschenauer graced the occasion, it was not altogether surprising that all three were wines that had been shipped by our hosts from the Bordeaux cellars of his firm. With the fish course we had a 1952 Château Olivier (bottled in Bordeaux), and this was a perfect demonstration of the longevity of these wines. Having started its life with a high quality, this wine must have improved considerably in the bottle I am sure, for I frequently drink this wine, at present the 1957 vintage, which is widely available in this country.

Two clarets followed, both Château bottled from the Graves. The Château Smith-Haut-Lafitte 1943 had a particularly lovely, true ruby colour, and considering 1943 was a rather light year, it had lasted well. The other claret was older, a 1934 Château La Garde (at Martillac also), has reached a considerable age of maturity, and although according to one opinion it had gone over the top, I found it went deliciously with my cheese. Departing from the Graves district, we concluded the lunch with a fine, old tawny, Dow's Boardroom, another speciality of my hosts. A tremendous amount of skill has gone into its making, for a fine tawny is the work of decades, during which continuous care in blending is needed. A vast number of ingredients go into its development until the ageing and meticulous blending produces the desired end-result: something that will satisfy the traditional port drinker and the new recruit as well. The inherant sweetness of port is balanced with a lightness and a dry finish.

I went to a reception given by the importers of avocado pears from Israel, where I learnt some interesting facts about this unusual fruit which has been one of my favourite foods for many years. For example, I learnt that it was first tasted by Europeans in 1519 when Cortez was entertained at the court of Montezuma II in Mexico.

Avocadoes are cultivated on a large scale in Israel today, and several varieties are shipped to this country between October and the end of March. To demonstrate versatility, we were offered samples of various dishes made with avocadoes. Looking ahead, optimistically to warmer days, we were offered a cold avocado soup, made with chicken consommé, sour cream and fresh cream, but unfortunately also with onion juice. While the texture and consistency of the soup were most attractive, I felt that the strong onion flavour marred the delicate taste of the fruit itself. There were also some "dips" and "spreads," all incorporating such extraneous flavours as curry powder or tabasco sauce. I may be a purist and I love avocadoes, but I still prefer them as they come, with nothing added, except a very simple French dressing made of lemon juice (or lime if you can get it), olive oil, a little mustard, salt and pepper.

AROSA

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Kursaal—Casino
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Hotels	*Beds*	*Daily all-incl. rates*
Hof Maran Golf-hotel	100	28.— to 44.—
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Waldhotel-National	150	20.— to 32.—
Anita	45	18.— to 29.—
Belvédère-Tanneck	65	18.— to 29.—
Central	50	18.— to 29.—
Isla	40	18.— to 29.—
Merkur	40	18.— to 29.—
Streiff	65	18.— to 29.—
Suvretta	40	18.— to 29.—
Bahnhof	30	17.— to 26.—
Guardaval	20	17.— to 26.—
Hohe Promenade ...	20	17.— to 26.—
Hof Arosa	75	17.— to 26.—
Quellenhof ...	30	17.— to 26.—
Gentiana	30	17.— to 26.—
Obersee	30	17.— to 26.—
Trauffer	24	16.— to 21.—
Belmont garni * ...	40	11.— to 25.—

*(Room and breakfast)

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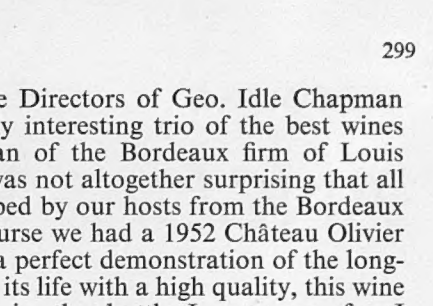

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MOTORING

ANGLIAS FROM LANCASHIRE

Ford's new factory nears completion; and other news

By **COURTENAY EDWARDS**

It won't be long now—only two or three weeks—before the first car will come from the Ford Motor Company's new factory at Halewood, just north of the Mersey and south-east from Liverpool. It will be a 997 c.c. de luxe Ford Anglia and it will be the first Ford built in Lancashire for 32 years: since Ford moved from Manchester to Dagenham, Essex. Immediately before the move the company had been building at Manchester the Model "A" Ford designed in the U.S. to succeed their famous "T" Model. The first car built at Dagenham was the Model "B", which owed much, mechanically, to the "A" Model, but had an improved shape and a different radiator.

Completion of Ford's £30,000,000 Halewood factory has been seriously delayed by strikes. Work began in the summer of 1959. The new plant stands on a 362-acre site on which there will also be five miles of railway track and 4½ miles of roads. When, as is expected, the Lord Mayor of Liverpool drives the first Anglia off the line early next month the labour force will have been built up to a figure of about 2,000, mostly by local recruitment. By mid-summer this total will have been increased to 3,000 and they will—according to present hopes—be building some 200 cars a day. Ultimate capacity of the plant is 200,000 vehicles a year. Only cars will be built at Halewood, with engines and transmissions supplied by Dagenham.

When I went along to the Brentford (Middlesex), headquarters of Mercedes-Benz (Great Britain) Ltd., to collect a 300 SE for road test, the firm's managing director, Mr. W. J. Argent, gave me details of how he is strengthening his sales and service organisation in Britain. Normand Ltd., who among other activities operate the underground garage in Hyde Park, have been appointed main London distributors and are opening a special Mercedes showroom in Park Lane.

Bristol Siddeley Engines Ltd. of Coventry have agreed to act as main service agents for the Midlands and the North and will employ the unique specialist car know-how formerly devoted to Armstrong-Siddeley cars, production of which regrettably stopped some time ago. In the past, Britain's 200 Mercedes dealers have sent major overhaul and repair work to Brentford. Much of this will in future be dealt with in Coventry.

Before letting me drive off in his lovely 300 SE, Mr. Argent made certain I knew that Daimler-Benz last year increased production 6 per cent. to 201,125 units (including 146,400 cars); that they now employ nearly 78,000 people in seven German factories and 34 subsidiaries. "In Germany," said Mr. Argent, "there is a delivery delay of 25 months on our 190 saloon."

Ford's new £30,000,000 factory at Halewood near Liverpool

I enjoyed driving the 300 SE. It is a superlatively comfortable six-seat saloon which for £3,995 offers a four-speed automatic gearbox, air suspension, fuel injection, powered steering and Dunlop disc brakes. The 2,996 c.c., six-cylinder, aluminium engine gives a top speed of close on 110 m.p.h. and does around 16 miles to the gallon.

I have just been discussing with British European Airways details of their 1963 Car Hire Plan. They will have more than 15,000 cars available for hire by air travellers at 90 different centres in 23 European countries. In 17 of these countries a wide choice of British models is offered. It will also be possible to choose from among 70 different models built in nine different foreign countries. If you want to "go foreign" in your motoring as well as in your choice of a holiday touring ground, you can, for example, hire a rear-engine, Czech-built, six-seat Tatra (for £4 6s. a day, including 100 free kilometres) or a front-wheel-drive, Swedish-built, rally-winning Saab (for £1 5s. 6d. a day, plus 4¼d. a kilometre).

You can reserve and pay for your self-drive hire car when you book your BEA flight and the corporation claims it is cheaper for a family to fly to Switzerland by Comet airliner and hire a car there for a fortnight than to take their own car by air ferry. They say, for instance, that two adults and two children can fly by BEA to Geneva and back for £100 4s. 8d., including the cost of a Ford Cortina hired locally for ten days and 600 miles. "By car ferry from Southend," said a BEA spokesman, "the same family, taking a similar car with them and doing the same mileage, would have to pay out £143 2s." The corporation estimates that in 1963—eighth year of their Car Hire Plan—they will deal with 12,000 separate hirings.

Quite a lot of interesting new accessories, gadgets or devices have come to my notice recently. The five-shilling squeegee by Olympic Plastics (Wembley Hill Estate, Wembley, Middlesex) is excellent for keeping the windscreen clean, with a sponge one side and a supple scraper on the other.

A dashboard-operated bonnet lock similar to the one which has been so popular among Mini owners has now been made available for the Morris 1100 by the Key-Leather Company of Urswick Road, London, E.9 (19s. 9d.).

If you own a Mini or one of their snooty brothers—the Riley Elf or Wolseley Hornet—and get annoyed because the doors don't stay open you can fit a mechanical door stay, marketed by Cosmic Car Accessories, Bescot Street, Walsall, for 7s. 6d. each.

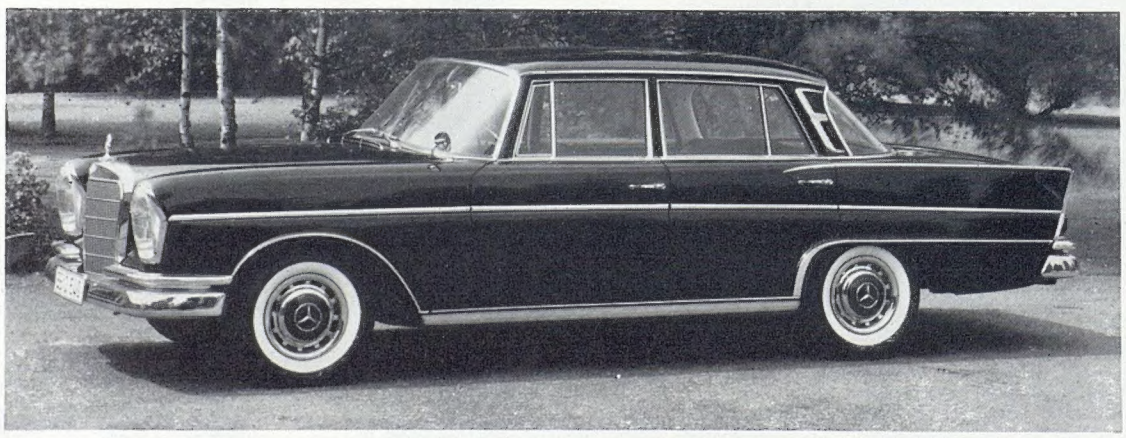
Here's good news for motorists who sometimes have to carry more luggage than their car boots will hold and who do not like to carry around an empty, wind-whistling roof-rack all the time. Cox of Watford, Ltd., offer a folding tubular rack which takes a normal load but stows away in a space of only 24 in. by 6 ins. by 9 ins. Available in two sizes it costs; 36 ins. by 36 ins., £4 5s.; and 45 ins. by 45 ins., £5 5s.

Unhappy about the shape of the backrest in your car seat? If so, and you want more support for the vital lumbar region of the back, you could with benefit invest in a Baronet back rest (price 39s. 6d. at Barker & Rone, Kenyon Street, Birmingham, 18.).

Briefly. . . . Joakim Bonnier, the bearded Swedish racing driver, is likely to drive for motor sport patron Rob Walker this year in place of Stirling Moss. . . . Before we insist on cows having front and rear lights, as the Reading County Court judge recently suggested, I should like to see proper steps taken to ensure that all riders of pedal cycles conform to the law in this respect. . . .

Welcome news in an age of ever-rising prices: Joseph Lucas have cut the cost of their useful battery fillers. The plastic model for cars now costs 8s. and the glass version 7s. 6d. . . . There will be 1,041 exhibitors from 20 countries (including Australia and Japan) at the Geneva Motor Show which opens on March 14. In addition to cars there will be motorcycles, bicycles, boats and caravans. . . .

A pat on the back for Mr. Marples for asking local authorities throughout England and Wales to make sure their street nameplates and systems of house numbering are adequate. They so often aren't! . . . On February 9, the open-road speed limit for commercial vehicles and cars towing caravans was raised from 30 to 40 m.p.h. . . . *The Car Owners' Handbook* (Paul Hamlyn, 5s., edited by Peter Roberts) is a compact little volume telling in 17 indexed chapters how your car works, how to take it abroad and much else besides.



The Mercedes 300 SE six-seat saloon costs £3,995 inc. tax

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